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Placer County Airport Land Use Compatibility Plan

Adopted by
Placer County
Airport Land Use Commission

October 25, 2000



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Placer County Airport Land Use Compatibility Plan

Placer County, California

Adopted
by
Placer County
Airport Land Use Commission
October 25, 2000

Prepared
by
Shutt Moen Associates
Santa Rosa, California



Placer County Transportation Planning Agency/Airport Land Use Commission

Board Members

Tom Cosgrove, Councilmember, City of Lincoln
Harry Crabb, Mayor, City of Roseville
Roger Hollis, Councilmember, Town of Loomis
Roger Imsdahl, Citizen Representative
Kathy Lund, Councilmember, City of Rocklin
Scott Perry, (Vice Chair) Mayor, City of Colfax
Kathy Sands, (Chair) Councilmember, City of Auburn
Harriet White, Supervisor, Placer County
Jim Williams, Supervisor, Placer County

Staff

Celia McAdam, Executive Director
Kathryn Mathews, Senior Transportation Planner
Linda Aeschliman, Senior Transportation Planner

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

PLACER COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No. _____

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application _____

Property Owner _____

Phone Number _____

Mailing Address _____

Agent (if any) _____

Phone Number _____

Mailing Address _____

_____**PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)***Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways*Street Address _____

Assessor's Parcel No. _____

Parcel Size _____

Subdivision Name _____

Zoning _____

Lot Number _____

Classification _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)*If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees; include additional project description data as needed*Existing Land Use
(describe) _____
_____Proposed Land Use
(describe) _____

For Residential Uses

Number of Parcels or Units on Site (incl. secondary units) _____

For Other Land Uses

Hours of Use _____

Number of
People
on Site...

Maximum Number _____

Method of Calculation _____

Height Data

Height above Ground of Tallest Object (including antennas & trees) _____

ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site _____

ft.

Flight Hazards

Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?

☐ Yes☐ NoIf yes, describe _____

REFERRING AGENCY (TO BE COMPLETED BY AGENCY STAFF)

Date Received	_____	Type of Project
Agency Name	_____	☐ General Plan Amendment
	_____	☐ Zoning Amendment or Variance
Staff Contact	_____	☐ Subdivision Approval
Phone Number	_____	☐ Use Permit
Agency's Project No.	_____	☐ Public Facility
	_____	☐ Other _____

ALUC SECRETARY'S REVIEW (TO BE COMPLETED BY ALUC SECRETARY)

Application Receipt	Date Received _____	By _____
	Is Application Complete? ☐ Yes ☐ No	
	If no, cite reasons _____	
Airport	☐ Auburn Municipal	☐ Blue Canyon ☐ Lincoln Regional
	☐ Other Location (describe) _____	
Primary Criteria Review	Compatibility Zone(s) ☐ A ☐ B1 ☐ B2 ☐ C1 ☐ C2 ☐ D	
	Allowable (not prohibited) Use? ☐ Yes ☐ No	_____
	Density/Intensity Acceptable? ☐ Yes ☐ No	_____
	Open Land Requirement Met? ☐ Yes ☐ No	_____
	Height Acceptable? ☐ Yes ☐ No	_____
	Easement/Deed Notice Provided? ☐ Yes ☐ No	_____
Special Conditions	Describe: _____	
Supplemental Criteria Review	Noise	_____
	Safety	_____
	Airspace Protection	_____
	Overflight	_____

ACTIONS TAKEN (TO BE COMPLETED BY ALUC SECRETARY)

ALUC Secretary's Action	☐ Approve	Date _____
	☐ Refer to ALUC	
ALUC Action	☐ Consistent	Date _____
	☐ Consistent with Conditions (list conditions/attach additional pages if needed)	

	☐ Inconsistent (list reasons/attach additional pages if needed)	

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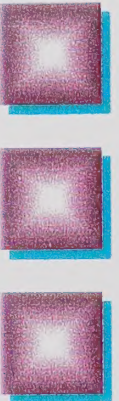
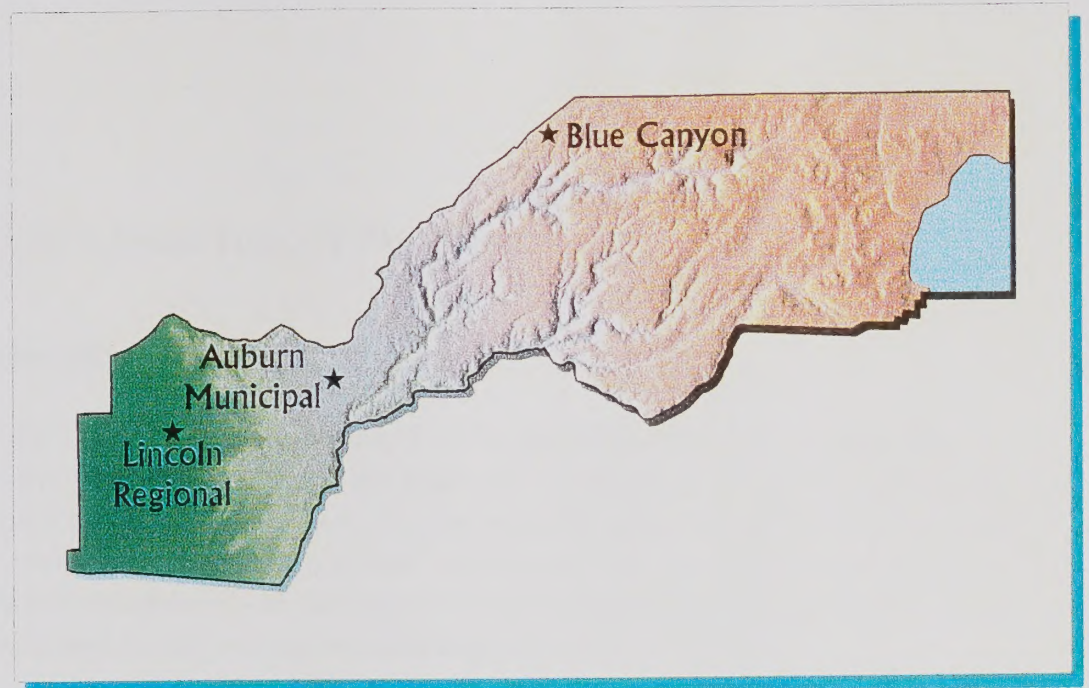
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Introduction

1



Introduction

AIRPORT LAND USE COMPATIBILITY PLANNING

Function and Applicability of the Plan

The basic function of this *Placer County Airport Land Use Compatibility Plan* is to promote compatibility between the airports in Placer County and the land uses which surround them. As adopted by the Placer County Airport Land Use Commission, the plan serves as a tool for use by the commission in fulfilling its duty to review airport and adjacent land use development proposals. Additionally, the plan sets compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to land owners in their design of new development.

The plan is primarily concerned with land uses near the three public-use airports in Placer County:

- ▶ Auburn Municipal Airport
- ▶ Blue Canyon Airport
- ▶ Lincoln Regional Airport

(Note: This plan does not address Truckee-Tahoe Airport. Airport land use compatibility planning matters for that airport, which lies on the boundary between Placer and Nevada counties, are the responsibility of the Foothill Airport Land Use Commission.)

The influence area for each of the airports, as defined herein, extends roughly 2 to 3 miles from the airport runways. These influence areas encompass lands within three local government jurisdictions in Placer County:

- ▶ County of Placer
- ▶ City of Auburn
- ▶ City of Lincoln

Additionally, portions of the Blue Canyon Airport influence area affect lands within the jurisdiction of two other government entities: the county of Nevada and the U.S. Forest Service. Although the

authority of the Placer County Airport Land Use Commission does not extend to these jurisdictions, policies in the *Compatibility Plan* address the importance of coordination on airport land use compatibility matters.

Details regarding the purpose, scope, and applicability of the *Compatibility Plan* are set forth in the two policy chapters which follow.

Statutory Requirements

Powers and Duties

Requirements for creation of airport land use commissions (ALUCs) were first established under the California State Aeronautics Act (Public Utility Code Sections 21670 et seq.) in 1967. Although the law has been amended numerous times since then, the fundamental purpose of ALUCs to promote land use compatibility around airports has remained unchanged. As expressed in the present statutes, this purpose is:

“...to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.”

The statutes give ALUCs two principal powers by which to accomplish this objective. First, ALUCs must prepare and adopt an airport land use plan. Secondly, they must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

Limitations

Also explicit in the statutes are two limitations on the powers of ALUCs. Specifically, ALUCs have no authority over existing land uses (Section 21674(a)) or over the operation of airports (Section 21674(e)). Neither of these terms is defined within the statutes, although the interpretation of their meaning is fairly standard throughout the state.

- **Existing Land Uses** — The precise wording of the Aeronautics Act is that the authority of ALUCs extends only to land in the vicinity of airports which is “not already devoted to incompatible uses.” The working interpretation of this language is that ALUCs have no state-empowered authority over existing land uses. The question then becomes one of determining what conditions qualify a land use as existing.

For airport land use planning purposes, a land use can generally be considered existing once the local agency has completed all discretionary actions on the project and only ministerial approvals remain. A vacant property thus can be considered “devoted to” a particular use, even if the activity has not begun, once local government commitments along with substantial construction

investments by the property owner make it infeasible for the property to be used for anything other than its proposed use. Local government commitment to a proposal can usually be considered firm once a vesting tentative map, development agreement, or other land use entitlement has been approved.

- **Operation of Airports** — Any actions pertaining to how and where aircraft operate on the ground or in the air around an airport are clearly not within the jurisdiction of ALUCs to regulate. ALUC involvement with aircraft operations is limited to taking the operational characteristics into account in the development of land use compatibility plans. This limitation on the jurisdiction of ALUCs cannot, however, be taken to mean that they have no authority with respect to new development on airport property. For example, the law specifically requires ALUCs to review proposed airport master plans for consistency with the commission's plans. ALUCs also are generally conceded to have authority to review proposals for nonaviation development on airport property.

A third, less absolute, limitation concerns the types of land use actions which are subject to ALUC review. The current law emphasizes local general plans as the primary mechanism for implementing the compatibility policies set forth in an ALUC's plan. Thus, the county and each affected city is required to make its general plan consistent with the ALUC plan (or to override the commission). Once a local agency has taken this action to the satisfaction of the Airport Land Use Commission, the ALUC's authority to review projects within that jurisdiction is narrowly limited. The only actions for which review remains mandatory are proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations affecting land within an airport influence area. For an ALUC to review individual projects, the local agency must agree to submit them.

Placer County Airport Land Use Commission

State law provides two basic options regarding the structure of airport land use commissions: a standard format or designation of an existing body to serve as the ALUC. Among California's 58 counties, these two formats are used in roughly equal proportions.

Membership on ALUCs structured in the standard manner is specified to be as follows:

- ▶ Two members appointed by the county board of supervisors;
- ▶ Two members appointed by a selection committee of mayors of the county's cities;
- ▶ Two members appointed by airport managers; and
- ▶ A seventh member, representing the general public, appointed by the other six.

The designated body format has several possibilities. Most common is for a single- or multi-county council of governments or similar entity to be designated as the ALUC. This is the arrangement established in Placer County where the Placer County Transportation Planning Agency functions as the airport land use commission. Other types of bodies which serve as ALUCs in some counties include the county planning commission, the county airport commission, or the county board of supervisors.

An airport land use commission was first established for Placer County in 1985. Initially, the Sierra Planning Organization (SPO) — a four-county council of governments and economic development agency consisting of El Dorado, Nevada, Placer, and Sierra counties and most of the cities within them — functioned as the ALUC. In its ALUC role, SPO operated under the name “Foothill Airport Land Use Commission.”

At the urging of Placer County and the cities of Auburn and Lincoln, the Placer County Transportation Planning Agency (PCTPA) assumed the ALUC responsibility in January 1997. The desire for greater local control over airport land use planning matters was the principal factor which prompted the change in designation. PCTPA already had certain countywide airport planning duties as the designated regional transportation planning agency for all of Placer County except the Tahoe Basin. Moreover, the governing board of PCTPA consists of elected officials from the three airport-owning entities in the county along with representatives from the four other cities in the county.

The PCTPA Executive Director serves as the ALUC secretary with support from the agency staff.

Relationship of ALUC to County and City Governments

The fundamental relationship between the Placer County Airport Land Use Commission and the governments of Placer County and the cities affected by the *Compatibility Plan* is set by the State Aeronautics Act. The ALUC is not simply an advisory body for the Board of Supervisors or city councils in the manner that their respective planning commissions are. Rather, it is more equivalent to the Placer County Local Agency Formation Commission (LAFCo). Within the bounds defined by state law, the decisions of the ALUC are final and are independent of the county Board of Supervisors or city councils. The ALUC does not need county or city approval in order to adopt this *Compatibility Plan* or to carry out ALUC land use project review responsibilities.

PLAN PREPARATION AND REVIEW

State Guidelines

Subsequent to establishment of the Foothill Airport Land Use Commission, arrangements were made with the Sacramento Area Council of Governments (SACOG) to prepare airport land use compatibility plans for the Auburn and Lincoln airports. (SACOG serves as the ALUC for Sacramento, Sutter, Yolo, and Yuba counties). The *Lincoln Municipal Airport Comprehensive Land Use Plan* was adopted in October 1986. The *Auburn Airport Comprehensive Land Use Plan* was adopted in February 1987 and amended later. No previous plan has been prepared for Blue Canyon Airport.

These plans served their intended function while Placer County remained part of the Foothill ALUC and they have remained in effect with the transfer of ALUC responsibilities to the Placer County

Transportation Planning Agency. However, as the new ALUC for Placer County, PCTPA determined that a thorough review and update of the plans was needed. It is the intent that the original plans be superseded with adoption of the new *Airport Land Use Compatibility Plan* represented by this document.

Major influences on the decision to prepare a new *Compatibility Plan* were the Caltrans Aeronautics Program's issuance of the 1993 *Airport Land Use Planning Handbook* and the legislature's enactment of two new laws pertaining to the *Handbook*. A 1994 state law requires ALUCs to be "guided by" information in the *Handbook* when formulating or amending compatibility plans. Another statute enacted in the same year creates a tie between the *Handbook* and California Environmental Quality Act (CEQA) documents. Lead agencies now must use the *Handbook* as "a technical resource" when assessing airport-related noise and safety impacts of projects located in the vicinity of airports. The *Handbook* provides extensive guidance on preparation and content of compatibility plans, on procedures for ALUC review of local actions, and on the responsibilities of local agencies. The second half of the document contains background information regarding noise and safety compatibility concepts, including valuable, not previously available, data regarding general aviation aircraft accident location patterns and other characteristics.

Relationship to Airport Master Plans

Airport land use compatibility plans are distinct from airport master plans in function and content. In simple terms, the issues addressed by airport master plans are primarily on-airport whereas those of concern in a compatibility plan are off-airport. The purpose of airport master plans is to assess the demand for airport facilities and to guide the development necessary to meet those demands. An airport master plan is prepared for and adopted by the agency which owns and/or operates the airport. In contrast, the purpose of compatibility plans is to assure that incompatible development does not occur on lands surrounding the airports. The responsibility for preparation and adoption of compatibility plans lies with each county's airport land use commission.

This distinction notwithstanding, the relationship between the two types of plans is close. Specifically, Section 21675(a) of the state law requires that ALUC plans be based upon a long-range airport master plan adopted by the airport owner/proprietor. If such a plan does not exist for a particular airport, an airport layout plan may be used subject to approval by the Caltrans Aeronautics Program.

The airport plan status differs for each of the three airports in Placer County:

- **Auburn Municipal Airport** — An airport master plan was adopted by the city in 1996. This plan — and especially the activity forecasts, noise contours, and proposed facility improvements described within it — was utilized as a major input to the Auburn Municipal Airport policies included in the *Placer County Airport Land Use Compatibility Plan*.
- **Blue Canyon Airport** — No master plan or layout plan has previously been prepared for this low-activity airport. An airport layout plan was therefore prepared in conjunction with the *Com-*

patibility Plan study. The drawing shows only existing facilities; no improvements are shown or currently contemplated. The Blue Canyon Airport layout plan was approved by the Caltrans Aeronautics Program for the purposes of this *Compatibility Plan*. (See letter attached at back of this document.)

- **Lincoln Regional Airport** — No recent master plan has been prepared for Lincoln Regional Airport. However, an airport layout plan was adopted by the city of Lincoln early in 1999. The contemplated future development shown on the drawing — particularly the long-range plans for construction of a parallel runway — is taken into account in the *Compatibility Plan*.

Plan Review and Adoption Process

Preparation of the *Placer County Airport Land Use Compatibility Plan* was closely coordinated with the three affected jurisdictions through a Plan Advisory Committee comprised of public works, planning, and airport staff representatives of those jurisdictions. An Ad Hoc Subcommittee of the ALUC also contributed with regard to several key policy decisions.

A draft plan dated September 1999 was widely circulated for local agency and general public review and comment. Public workshops on the plan were held in Auburn and Lincoln in October 1999 and again in September 2000. Both sets of workshops were publicized by means of block advertisements in local papers. Additionally, for the second set of workshops, individual notices were sent to approximately 5,000 owners of property in the three airport influence areas. During this interval, individual meetings also were held with several affected property owners and the staffs of the three local jurisdictions. Numerous revisions to the draft plan were made in response to the comments received.

The Placer County Airport Land Use Commission held a formal public hearing on the plan in May 2000. After consideration of comments offered at the hearing, at the second set of public workshops, and in writing, a final set of revisions to the draft plan was prepared. The Commission then adopted the draft plan and accompanying addendum on October 25, 2000. At that time, the Commission also acted to find that the *Compatibility Plan* is categorically exempt from the California Environmental Quality Act (CEQA). The present document incorporates all approved revisions. A copy of the Notice of Exemption is included as an attachment at the back of the document.

PLAN IMPLEMENTATION

General Plan Consistency

As noted above, state law requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its general plan and any affected specific plans to be consistent with

the compatibility plan. The local agency must take this action within 180 days of when the ALUC adopts or amends its plan. The only other course of action available to local agencies is to override the ALUC by a two-thirds vote after first holding a public hearing and making findings that the agency's plans are consistent with the intent of state law.

A general plan does not need to be identical with the ALUC plan in order to be consistent with it. To meet the consistency test, a general plan must do two things:

- ▶ It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and
- ▶ It must avoid direct conflicts with compatibility planning criteria.

Many community general plans pay little attention to the noise and safety factors associated with airport land use compatibility. Also, some of the designated land uses of property near an airport frequently are contrary to good compatibility planning. It is anticipated that each of the land use jurisdictions affected by this *Compatibility Plan* will need to make some modification to its general plan and/or other land use policy documents in order to meet the plan consistency requirements.

[An initial assessment of the consistency between the current local general plans and the policies set forth in this ALUC *Compatibility Plan* is contained in Appendix H herein.]

Compatibility planning issues can be reflected in a general plan in several ways:

- **Incorporate Policies into Existing General Plan Elements** — One method of achieving the necessary planning consistency is to modify existing general plan elements. For example, airport land use noise policies could be inserted into the noise element, safety policies could be placed into a safety element, and the primary compatibility criteria and associated maps plus the procedural policies might fit into the land use element. With this approach, the majority of the *Compatibility Plan* policies would be fully incorporated into a local jurisdiction's general plan.
- **Adopt a General Plan Airport Element** — Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when a community's general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross referencing and eliminate conflicts would still be necessary.
- **Adopt Compatibility Plan as Stand-Alone Document** — Jurisdictions selecting this option would simply adopt as a local policy document the relevant portions of the *Compatibility Plan* — specifically, Chapter 2 and the applicable airport policies and maps from Chapter 3, plus any background information they wish to include. Changes to the community's existing general plan would be minimal. Policy reference to the separate *Compatibility Plan* document would need to be added and any direct land use or other conflicts with compatibility planning criteria would have to be removed. Limited discussion of compatibility planning issues could be included in the general plan, but the substance of most compatibility policies would appear only in the *Compatibility Plan*.

- **Implementing Compatibility Policies Solely through Zoning** — This approach is similar to the one above except that the local jurisdiction would not explicitly adopt the *Compatibility Plan* as policy. Instead, the compatibility policies would be restructured either as an airport combining zone ordinance or otherwise incorporated into the criteria specified for regular land use zone districts. Implementation of the compatibility policies would be solely through the zoning ordinance. Policy reference to airport compatibility in the general plan could be as simple as mentioning support for the airport land use commission and stating that policy implementation is by means of the combining zone.

Airport Combining Zone Concept

One mechanism available to local jurisdictions to implement various airport land use compatibility criteria and review procedures is to adopt an airport combining zone ordinance. A combining zone serves as an overlay of standard community-wide land use zones and modifies or limits the uses permitted by the underlying zone. Flood hazard combining zoning is a common example. An airport combining zone ordinance can serve as a convenient means of bringing various airport compatibility criteria into one place.

Airport-related height limit zoning ordinances adopted by the affected Placer County jurisdictions can serve as a starting point for an airport combining zone ordinance. Other components necessary to fully implement ALUC plan policies — structural sound attenuation requirements and provisions for a buyer awareness program, for example — could be added. (An outline of topics which could be addressed in an airport combining zone is included in Appendix F.)

Project Referrals

In addition to the types of land use actions for which referral to the ALUC is mandatory in accordance with state law, the *Compatibility Plan* specifies other land use projects which either must or should be submitted for review. These *major land use actions* are defined in Chapter 2. Beginning with when this plan is adopted and until such time as local jurisdictions have made the necessary modifications to their general plans, all of these major land use actions are to be submitted to the commission for review. After local agencies have made their general plans consistent with the *Compatibility Plan*, the ALUC requests that these major actions continue to be submitted on a voluntary basis.

PLAN CONTENTS

The most important components of this plan are found in Chapters 2 and 3. Chapter 2 presents airport compatibility and review policies applicable countywide. Chapter 3 contains the compatibility map for each airport together with individual policies and some explanatory notes for that airport.

The remainder of the document constitutes supporting material. Chapters 4 through 6 contain background information regarding each of the airports in alphabetical sequence. The appendices provide other information related to airport land use planning in general and airport land use commissions in particular.

Countrywide Policies



The first of the two main parts of the book is a historical survey of the development of the theory of the firm. It begins with the classical economists, who viewed the firm as a simple production function, and moves on to the neoclassical economists, who introduced the concept of the profit-maximizing firm. The second part of the book is a more detailed analysis of the firm's internal structure, focusing on the roles of the entrepreneur and the manager, and the relationship between the two.

Chapter 2: The Firm's Internal Structure

This chapter discusses the internal structure of the firm, focusing on the roles of the entrepreneur and the manager. It begins by defining the entrepreneur as the person who identifies and exploits opportunities, and the manager as the person who organizes and coordinates the firm's resources. It then discusses the relationship between the two, and the importance of the entrepreneur's vision and the manager's execution.

The chapter also discusses the firm's internal structure, focusing on the roles of the entrepreneur and the manager. It begins by defining the entrepreneur as the person who identifies and exploits opportunities, and the manager as the person who organizes and coordinates the firm's resources. It then discusses the relationship between the two, and the importance of the entrepreneur's vision and the manager's execution.

Chapter 3: The Firm's External Structure

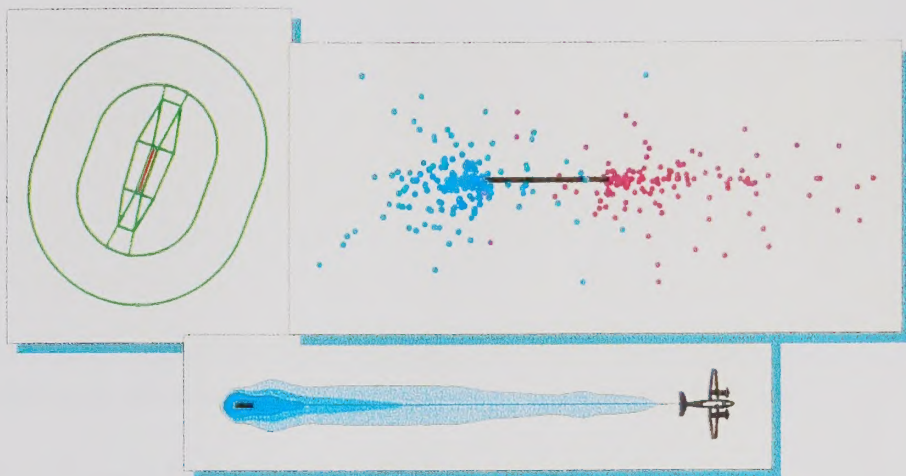
This chapter discusses the firm's external structure, focusing on the relationship between the firm and its environment. It begins by defining the firm's external structure as the set of relationships between the firm and its stakeholders, including customers, suppliers, and competitors. It then discusses the importance of the firm's external structure, and the role of the entrepreneur in managing the firm's external relationships.

Chapter 4: The Firm's Financial Structure

This chapter discusses the firm's financial structure, focusing on the relationship between the firm and its financial resources. It begins by defining the firm's financial structure as the set of relationships between the firm and its financial resources, including capital, debt, and equity. It then discusses the importance of the firm's financial structure, and the role of the entrepreneur in managing the firm's financial resources.

Countywide Policies

2



Countywide Policies

1. GENERAL APPLICABILITY

1.1. Purpose

The purpose of this *Placer County Airport Land Use Compatibility Plan* is to establish procedures and criteria by which, in accordance with the California State Aeronautics Act:

1.1.1. *Placer County Airport Land Use Commission (ALUC)* — The ALUC:

- (a) Shall review proposed land use development in Placer County for compatibility with airport activity.
- (b) Shall review certain types of airport development proposals which are also subject to ALUC review and are addressed by the *Plan*.

1.1.2. *County of Placer and Affected Cities in the County* — The county and cities:

- (a) Shall refer specified land use proposals to the ALUC for review.
- (b) Shall each make their *General Plan* and zoning ordinance consistent with the Commission's *Compatibility Plan*.
- (c) Can make other planning decisions regarding the lands impacted by airport operations.

1.1.3. *County of Nevada* — The county of Nevada can coordinate with the Placer County ALUC and the county of Placer regarding airport impacts (specifically with regard to Blue Canyon Airport) which overlap the common boundary between the counties.

1.2. Definitions

The following definitions apply for the purposes of the policies set forth in this document (additional terms are defined in the *Glossary*):

- 1.2.1. *Aeronautics Act* — Except as indicated otherwise, the article of the California Public Utilities Code (Sections 21670 et seq.) pertaining to airport land use commissions.
- 1.2.2. *Airport* — The Auburn Municipal Airport, Blue Canyon Airport, Lincoln Regional Airport, or any other new public-use airport which might be created within the boundaries of Placer County.
- 1.2.3. *Airport Influence Area* — An area, as delineated herein, which is routinely affected by aircraft operations at an airport and within which certain land use actions are subject to ALUC review.
- 1.2.4. *Airport Land Use Commission (ALUC)* — The Placer County Airport Land Use Commission.
- 1.2.5. *Avigation Easement* — An easement which conveys rights associated with aircraft overflight of a property, including creation of noise, limits on the height of structures and trees, etc. (see *Glossary*)
- 1.2.6. *Community Noise Equivalent Level (CNEL)* — The noise metric adopted by the state of California for evaluating airport noise impacts. The noise impacts are typically depicted by a set of contours, each of which represents points having the same CNEL value.
- 1.2.7. *Compatibility Plan* — This document, the *Placer County Airport Land Use Compatibility Plan*.
- 1.2.8. *Compatibility Zone* — Any of the zones set forth herein for the purposes of assessing land use compatibility within the airport influence area.
- 1.2.9. *Existing Land Use* — A land use which either physically exists or for which local government commitments along with substantial construction investment by the property owner make it infeasible for the property to be used for anything other than its proposed use. Local government commitment to a proposal can usually be considered firm once a vesting tentative map, development agreement, or other land use entitlement has been approved or all discretionary approvals have been made.

- 1.2.10. *Federal Aviation Regulations (FAR) Part 77* — The part of Federal Aviation Regulations which deals with objects affecting navigable airspace in the vicinity of airports. Objects which exceed the Part 77 height limits constitute airspace obstructions.
- 1.2.11. *Height Review Overlay Zone* — Areas of land in the vicinity of an airport where the ground lies above an FAR 77 surface or less than 35 feet beneath such surface.
- 1.2.12. *Heliport* — A helicopter landing facility for which a Heliport Permit is required from the California Department of Transportation. Public-use and special-use heliports (including those at hospitals) are included within this definition, but helipads located on an airport are excluded.
- 1.2.13. *Local Jurisdiction* — The county of Placer or any city or other government agency (except agencies of the state or federal government) having jurisdiction over land uses within their boundaries.
- 1.2.14. *Major Land Use Action* — Actions related to proposed land uses for which compatibility with airport activity is a particular concern, but for which ALUC review is not always mandatory under state law. These types of actions are listed in Policy 1.5.3.
- 1.2.15. *Nonconforming Use* — In general, a land use, parcel, or building which does not comply with a current land use plan or zoning ordinance, but which was legally permitted at the time the plan or ordinance was adopted. For the purposes of this *Compatibility Plan*, a nonconforming land use is one which exists (see definition of “existing land use” in Policy 1.2.9) as of the plan’s adoption date, but which does not conform with the compatibility criteria set forth herein.
- 1.2.16. *Project; Land Use Action; Development Proposal* — Terms similar in meaning and all referring to the types of land use matters, either publicly or privately sponsored, which are subject to the provisions of this *Compatibility Plan*.

1.3. Geographic Scope

As established by the Placer County Airport Land Use Commission, the geographic scope of the *Placer County Airport Land Use Compatibility Plan* encompasses:

1.3.1. *Airport Influence Area*

- (a) All lands on which the uses could be negatively affected by present or future aircraft operations at the following airports in Placer County, as well as lands on which the uses could negatively affect these airports:
 - (1) Auburn Municipal Airport.
 - (2) Blue Canyon Airport.
 - (3) Lincoln Regional Airport.
- (b) The specific limits of the influence area for each airport are depicted on the respective *Compatibility Map* for that airport as presented in Chapter 3.
- (c) An airport influence area can cross a county line. However, this *Compatibility Plan* is binding only within Placer County.
 - (1) Of the three airports listed above, Blue Canyon Airport is the only one whose influence area extends into another county — a small portion affects an unincorporated area of Nevada County.

1.3.2. *Countywide Impacts on Flight Safety* — Other lands, regardless of their location in the county, on which certain land use characteristics could adversely affect the safety of flight in the county. The specific uses of concern are identified in Policy 1.5.3.(c).

1.3.3. *New Airports* — The site and environs of any new airport which may be proposed anywhere in the county.

1.3.4. *Heliports* — The site and environs of any public-use or special-use heliport (as defined by the California Department of Transportation) which may exist or be proposed anywhere within Placer County, including incorporated cities.

1.4. Types of Airport Impacts

1.4.1. *Principal Compatibility Concerns* — The Commission is concerned only with the potential impacts related to:

- (a) Exposure to aircraft noise;
- (b) Land use safety with respect both to people on the ground and the occupants of aircraft;
- (c) Protection of airport airspace; and
- (d) General concerns related to aircraft overflights.

- 1.4.2. *Other Airport Impacts* — Other impacts sometimes created by airports (e.g., air pollution, automobile traffic, etc.) are not addressed by these compatibility policies and are not subject to review by the Airport Land Use Commission.

1.5. Types of Actions Reviewed

- 1.5.1. *Actions Which Always Require ALUC Review* — As required by state law, the following types of actions shall be referred to the Airport Land Use Commission for determination of consistency with the Commission's *Plan* prior to their approval by the local jurisdiction:
- (a) The adoption or approval of any amendment to a general or specific plan affecting the property within an airport influence area (State Aeronautics Act Section 21676(b)).
 - (b) The adoption or approval of a zoning ordinance or building regulation which (1) affects property within an airport influence area, and (2) involves the types of airport impact concerns listed in Section 1.4 (State Aeronautics Act Section 21676(b)).
 - (c) Adoption or modification of the master plan for an existing public-use airport (State Aeronautics Act Section 21676(c)).
 - (d) Any proposal for expansion of an existing airport or heliport if such expansion will require an amended airport permit from the state of California (State Aeronautics Act Section 21664.5).
 - (e) Any proposal for a new airport or heliport whether for public use or private use (State Aeronautics Act Section 21661.5) if the facility requires a state airport permit.
- 1.5.2. *Other Land Use Actions Subject to ALUC Review* — In addition to the above types of land use actions for which ALUC review is mandatory, other types of land use actions are subject to review under the following circumstances:
- (a) Until such time as (1) the Commission finds that a local agency's general plan or specific plan is consistent with the *Airport Land Use Compatibility Plan*, or (2) the local agency has overruled the Commission's determination of inconsistency, state law requires the local agency to refer all actions, regulations, and permits involving land within an airport influence area to the Commission for review (State Aeronautics Act Section 21676.5(a)). Only those actions which the ALUC elects not to review are exempt from this requirement. Commission policy is that only the *major land use actions* listed in Policy 1.5.3 shall be submitted for review.

- (b) After a local agency has revised its general plan or specific plan or has overruled the Commission, the Commission no longer has authority under state law to require that all actions, regulations, and permits be referred for review. However, the Commission and the local agency can agree that the Commission should continue to review individual projects in an advisory capacity.
 - (1) The Commission requests local agencies to continue to submit *major land use actions* as listed in Policy 1.5.3.
 - (2) Review of these actions is requested only if a review has not previously been conducted as part of a general plan, specific plan, or zoning ordinance action or if sufficient project-level detail to enable a full assessment of compatibility was not available at the time of a previous review.
 - (c) Proposed redevelopment of a property for which the existing use is consistent with the general plan and/or specific plan, but nonconforming with the compatibility criteria set forth in this plan, shall be subject to ALUC review. (Also see Policies 2.4.4.(a) and 2.4.4.(b).)
 - (d) Proposed land use actions covered by Paragraphs (a), (b), and (c) above shall initially be reviewed by the ALUC Secretary. If the Secretary determines that significant compatibility issues are evident, the proposal shall be forwarded to the Commission for review and decision. The Commission authorizes the Secretary to approve proposed actions having no apparent compatibility issues of significance.
- 1.5.3. *Major Land Use Actions* — The scope or character of certain *major land use actions*, as listed below, is such that their compatibility with airport activity is a potential concern. Even though these actions may be basically consistent with the local general plan or specific plan, sufficient detail may not be known to enable a full airport compatibility evaluation at the time that the general plan or specific plan is reviewed. To enable better assessment of compliance with the compatibility criteria set forth herein, ALUC review of these actions may be warranted. The circumstances under which ALUC review of these actions is to be conducted are indicated in Policy 1.5.2 above.
- (a) Actions affecting land uses within any compatibility zones except *Zone D*.
 - (1) Any proposed expansion of the sphere of influence of a city or special district.
 - (2) Proposed residential development, including land divisions, consisting of 20 or more acres.
 - (3) Any discretionary development proposal for projects having a building floor area of 20,000 square feet or greater unless only ministerial approval (e.g., a building permit) is required.

- (4) Major capital improvements (e.g., water, sewer, or roads) which would promote urban uses in undeveloped or agricultural areas where such uses are not reflected in a previously reviewed general plan or specific plan.
 - (5) Proposed land acquisition by a government entity for any facility accommodating a congregation of people (for example, a school or hospital).
 - (6) Any off-airport, nonaviation use of land within *Compatibility Zone A*.
 - (7) Proposals for new development (including buildings, antennas, and other structures) having a height of more than:
 - (8) 35 feet within *Compatibility Zone B1, B2, or a Height Review Overlay Zone*;
 - ▶ 70 feet within *Compatibility Zone C1*; or
 - ▶ 150 feet within *Compatibility Zones C2 or D*.
 - (9) Any obstruction reviewed by the Federal Aviation Administration in accordance with Part 77 of the Federal Aviation Regulations which receives a finding of anything other than “not a hazard to air navigation.”
 - (10) Any project having the potential to create electrical or visual hazards to aircraft in flight, including:
 - ▶ Electrical interference with radio communications or navigational signals;
 - ▶ Lighting which could be mistaken for airport lighting;
 - ▶ Glare in the eyes of pilots of aircraft using the airport; and
 - ▶ Impaired visibility near the airport.
 - (11) Projects having the potential to cause increased attraction of birds to the vicinity of an airport.
- (b) Proposed nonaviation development of airport property if such development has not previously been included in an airport master plan or community general plan reviewed by the Commission.
 - (c) Regardless of location within Placer County, any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above the ground level at the site. (Such structures also require notification to the Federal Aviation Administration in accordance with Federal Aviation Regulations, Part 77, Paragraph 77.13(a)(1).)
 - (d) Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities.

- 1.5.4. *Intercounty Coordination* — Where an airport influence area crosses the Placer County line, affected jurisdictions outside Placer County are asked to maintain coordination with the Placer County ALUC on airport land use compatibility issues. In particular:
- (a) The county of Nevada should inform the Placer County ALUC regarding proposed land use actions affecting the portion of the Blue Canyon Airport influence area which lies within Nevada County jurisdiction (see Chapter 3, Figure 3B).
 - (b) Any other county adjacent to Placer County or any city or other agency within such counties which may be considering proposed establishment or expansion of an airport within three miles (or heliport within one mile) of the Placer County boundary should inform the Placer County ALUC of such proposal.

2. REVIEW OF LAND USE ACTIONS

2.1. General

- 2.1.1. *Timing of Project Submittal* — Proposed actions listed in Section 1.5 must be submitted to the Commission for review prior to approval by the local government entity. All projects should be referred to the Commission at the earliest reasonable point in time so that the Commission's (or ALUC Secretary's) review can be duly considered by the local jurisdiction prior to formalizing its actions. At the local agency's discretion, submittal of a project for Airport Land Use Commission review can be done before, after, or concurrently with review by the local planning commission or other local advisory bodies. This discretion gives the local agency the ability to obtain the ALUC review at the most effective point in the review process. The timing may vary depending upon the nature of the specific project.
- 2.1.2. *Public Input* — Before acting on any plan, regulation, or other land use proposal under consideration, the Commission shall provide public notice and obtain public input where applicable (State Aeronautics Act Section 21675.2(d)).

2.2. Review Process for Community Land Use Plans and Ordinances

- 2.2.1. *Initial ALUC Review of General Plan Consistency* — In conjunction with adoption of this *Airport Land Use Compatibility Plan*, the Commission shall review the general plans and specific plans of affected local jurisdictions to determine their consistency with the Commission's policies.

- (a) Within 180 days of the Commission's adoption or amendment of the *Airport Land Use Compatibility Plan*, each local agency must amend its general plan and any applicable specific plan to be consistent with the Commission's *Plan* or, alternatively, adopt findings and override the Commission in accordance with Section 21676(b) of the Public Utilities Code (Government Code Section 65302.3).
- (b) To facilitate this process, the local agency should submit a draft of the proposed amendment to the Commission for comment prior to taking action on the proposal.

2.2.2. *Subsequent Reviews of Community Land Use Plans and Ordinances* — As indicated in Policies 1.5.1.(a) and 1.5.1.(b), prior to taking action on an amendment of a general plan or specific plan or the addition or approval of a zoning ordinance or building regulation affecting an airport influence area as defined herein, local agencies must submit the proposed plan, ordinance, or regulation to the Commission for review. Subsequent land use development which is consistent with applicable, previously reviewed, local plans, ordinances, and regulations is subject to Commission review only under the conditions indicated in Policy 1.5.2.

2.2.3. *Commission Action Choices* — When reviewing a general plan, specific plan, zoning ordinance, or building regulation for consistency with the *Compatibility Plan*, the Airport Land Use Commission has three choices of action:

- (a) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*. To make such a finding with regard to a general plan, the conditions identified in Policy 2.4.3 must be met.
- (b) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*, subject to conditions and/or modifications which the Commission may specify.
- (c) Find the plan, ordinance, or regulation inconsistent with the *Compatibility Plan*. In making a finding of inconsistency, the Commission shall note the specific conflicts upon which its determination is based.

2.2.4. *Response Time* — The Airport Land Use Commission must respond to a local agency's request for a consistency determination on a general plan, specific plan, zoning ordinance, or building regulation within 60 days from the date of referral (State Aeronautics Act Section 21676(d)).

- (a) If the Commission fails to make a determination within that period, the proposed action shall be deemed consistent with the *Compatibility Plan*.

- (b) Regardless of Commission action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.
- (c) The referring agency shall be notified of the Commission's action in writing.

2.3. Review Process for Major Land Use Actions

- 2.3.1. *Project Submittal Information* — A proposed major land use action submitted to the Commission (or to the ALUC Secretary) for review shall include the following information:
 - (a) Property location data (assessor's parcel number, street address, subdivision lot number).
 - (b) An accurately scaled map showing the relationship of the project site to the airport boundary and runways.
 - (c) A description of existing and proposed land uses.
 - (d) The type of land use action being sought from the local jurisdiction (e.g., zoning change, building permit, etc.).
 - (e) For residential uses, an indication of the potential or proposed number of dwelling units per acre (including any secondary units on a parcel); or, for nonresidential uses, the number of people potentially occupying the total site or portions thereof at any one time.
 - (f) If applicable, a detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees.
 - (g) Identification of any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight.
 - (h) An environmental document, if one has been prepared and it addresses airport compatibility issues.
 - (i) Other relevant information which the Commission or its staff determine to be necessary to enable a comprehensive review of the proposal.
- 2.3.2. *ALUC Secretary's Choices* — When reviewing major land use actions in accordance with Policy 1.5.2.(d), the ALUC Secretary has two choices of action:
 - (a) Find that the proposed project does not contain characteristics likely to result in inconsistencies with the compatibility criteria set forth in this plan. The Secretary is authorized to approve such projects on behalf of the Commission.

- (b) Find that the proposed project may be inconsistent with the *Compatibility Plan*. The Secretary shall forward any such project to the Commission for a consistency determination.

2.3.3. *Commission Action Choices* — When reviewing a major land use project proposal, the Airport Land Use Commission has three choices of action:

- (a) Find the project consistent with the *Compatibility Plan*.
- (b) Find the project consistent with the *Compatibility Plan*, subject to compliance with such conditions as the Commission may specify. Any such conditions should be limited in scope and described in a manner which allows compliance to be clearly assessed (e.g., the height of a structure).
- (c) Find the project inconsistent with the *Compatibility Plan*. In making a finding of inconsistency, the Commission shall note the specific conflicts upon which the determination is based.

2.3.4. *Response Time* — State law does not set a time limit for airport land use commissions to review land use actions other than amendment of a general plan or specific plan or the addition or approval of a zoning ordinance or building regulation. Nevertheless, the policy of the Placer County Airport Land Use Commission is that:

- (a) Reviews by the ALUC Secretary shall be completed within 14 days of when the project is submitted.
- (b) Reviews of projects forwarded to the Commission for a consistency determination shall be completed within 60 days of the date of project referral.
- (c) The date of referral is deemed to be the date on which all applicable project submittal information as listed in Policy 2.3.1 is received by the Commission Secretary.
- (d) If the ALUC Secretary or the Commission fail to make a determination within the above time periods, the proposed action shall be deemed consistent with the *Compatibility Plan*.
- (e) Regardless of action or failure to act on the part of the ALUC Secretary or the Commission, the proposed action still must comply with other applicable local, state, and federal regulations and laws.
- (f) The referring agency shall be notified of the ALUC Secretary's and/or the Commission's action in writing.

- 2.3.5. *Subsequent Review* — Once a project has been found consistent with the *Compatibility Plan*, it need not be referred for review at subsequent stages of the planning process (e.g., for a use permit after a zoning change has been reviewed) unless:
- (a) Insufficient information was available at the time of the ALUC's original review of the project to assess whether the proposal would be fully in compliance with compatibility criteria (e.g., the site layout and structure height might not be known at the time a general plan change or zoning amendment is requested).
 - (b) The design of the project subsequently changes in a manner which could raise questions as to the validity of a previous finding of compatibility. Specifically:
 - (1) An increase in the number of dwelling units, intensity of use (more people on the site), or other usage characteristics to levels exceeding the criteria set forth in this plan;
 - (2) An increase in the height of structures such that the height limits established herein would be exceeded;
 - (3) Major site design changes (such as incorporation of clustering or modifications to the configuration of open land areas proposed for the site) to the extent that site design was an issue in the initial project review; and/or
 - (4) Any significant change to a proposed project for which a special exception was granted in accordance with Policy 2.4.4.(e).
 - (c) The local jurisdiction concludes that further review is warranted.

2.4. Review Criteria for Land Use Actions

- 2.4.1. *Primary Land Use Compatibility Criteria* — The primary criteria for assessing whether a land use plan, ordinance, or development proposal is to be judged compatible with a nearby airport are set forth in the Primary Compatibility Criteria matrix, Table 2A. These criteria are to be used in conjunction with the compatibility map and policies for each airport as presented in Chapter 3.
- 2.4.2. *Function of Supporting Criteria* — The Primary Compatibility Criteria matrix represents a compilation of compatibility criteria associated with each of the four types of airport impacts listed in Section 1.4. For the purposes of reviewing proposed amendments to community land use plans and zoning ordinances, as well as in the review of most individual development proposals, the criteria in the matrix are anticipated to suffice. However, certain complex land use actions may

require more intensive review. The Commission may refer to the supporting criteria, as listed in Section 4, to clarify or supplement its review of such actions.

2.4.3. *General Plan Consistency with Compatibility Plan* — In order for a general plan to be considered consistent with the *Compatibility Plan*, both of the following must be accomplished:

- (a) No direct conflicts can exist between the two plans.
 - (1) Direct conflicts primarily involve general plan land use designations which do not meet the density or intensity criteria specified in the *Compatibility Plan* although conflicts with regard to other policies also may exist.
 - (2) Note, however, that a general plan cannot be found inconsistent with the *Compatibility Plan* because of land use designations which reflect existing land uses even if those designations conflict with the ALUC's compatibility criteria. Because ALUCs have no authority over existing land uses, general plan land use designations which merely reflect the existing uses for such parcels are, in effect, excluded from requirements for general plan consistency with the ALUC plan. This exception is applicable only if the general plan includes policies setting limitations on expansion and reconstruction of nonconforming uses consistent with Policies 2.4.4.(a) and 2.4.4.(b).
- (b) Provisions must be made for evaluation of proposed land use development situated within an airport influence area relative to the compatibility criteria set forth in the *Compatibility Plan*.
 - (1) Even if the land use designations in a general plan have been deemed consistent with the *Compatibility Plan*, evaluation of the proposed development relative to the land use designations alone is usually insufficient. General plans typically do not contain the detailed airport land use compatibility criteria necessary for a complete compatibility evaluation of proposed development.
 - (2) Local jurisdictions have the following choices for satisfying this evaluation requirement:
 - ▶ The general plan and/or referenced implementing ordinances and regulations must contain sufficient detail to enable the local jurisdiction to assess whether a proposed development fully meets the compatibility criteria specified in the *Compatibility Plan*;
 - ▶ The *Compatibility Plan* must be adopted by reference; and/or
 - ▶ The general plan must indicate that all major land use actions, as listed in Policy 1.5.3 or otherwise agreed to by the ALUC, shall be referred to the Commission for review in accordance with the policies of Section 2.3.

2.4.4. *Special Conditions*

- (a) *Nonconforming Uses* — Existing uses (including a parcel or building) not in conformance with this *Compatibility Plan* may only be expanded as follows:
 - (1) Nonconforming residential uses may be expanded in building size provided that the expansion does not result in more dwelling units than currently exist on the parcel.
 - (2) A nonconforming nonresidential development may be continued, modified, transferred, or sold, provided that no such use shall be expanded in area or increased in intensity (the number of people per acre) above the levels existing at the time of adoption of this plan.
- (b) *Reconstruction* — An existing nonconforming development which has been fully or partially destroyed may be rebuilt only under the following conditions:
 - (1) Nonconforming residential uses may be rebuilt provided that the expansion does not result in more dwelling units than existed on the parcel at the time of the damage.
 - (2) A nonconforming nonresidential development may be rebuilt provided that it has been only partially destroyed and that the reconstruction does not increase the floor area of the previous structure or result in an increased intensity of use (i.e., more people per acre). Partial destruction shall be considered to mean damage which can be repaired at a cost of no more than 75% of the assessor's full cash value of the structure at the time of the damage.
 - (3) Any nonresidential use which has been more than 75% destroyed must comply with all applicable standards herein when reconstructed.
 - (4) Reconstruction under Paragraphs (1) or (2) above must begin within 24 months of the date the damage occurred.
 - (5) The above exceptions do not apply within *Zone A* or where such reconstruction would be in conflict with a county or city general plan or zoning ordinance.
 - (6) Nothing in the above policies is intended to preclude work required for normal maintenance and repair.
- (c) *Development by Right* — Nothing in these policies prohibits construction of a single-family home on a legal lot of record if such use is permitted by local land use regulations.
- (d) *Parcels Lying within Two or More Compatibility Zones* — For the purposes of evaluating consistency with the compatibility criteria set forth herein, any parcel which is split by compatibility zone boundaries shall be considered as if it

were multiple parcels divided at the compatibility zone boundary line. However, the intensity of development allowed within the more restricted portion of the parcel can (and is encouraged to) be transferred to the less restricted portion even if the resulting development in the latter area then exceeds the criteria for that compatibility zone.

(e) *Other Special Conditions* — The compatibility criteria set forth in this plan are intended to be applicable to all locations within each airport's influence area. However, it is recognized that there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site.

- (1) After due consideration of all the factors involved in such situations, the Commission may find a normally incompatible use to be acceptable.
- (2) In reaching such a decision, the Commission shall make specific findings as to why the exception is being made and that the land use will not create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for the proposed use. Findings also shall be made as to the nature of the extraordinary circumstances which warrant the policy exception.
- (3) The burden for demonstrating that special conditions apply to a particular development proposal rests with the project proponent and/or the referring agency, not with the ALUC.
- (4) The granting of a special conditions exception shall be considered site specific and shall not be generalized to include other sites.
- (5) Special conditions which warrant general application in all or part of the influence area of one airport, but not at other airports, are set forth in Chapter 3 of this *Compatibility Plan*.

Zone	Locations	Maximum Densities / Intensities					Additional Criteria	
		Residen- tial (du/ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Aver- age ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	10	same	same	All Re-remaining	▶ All structures except ones with location set by aeronautical function ▶ Assemblages of people ▶ Objects exceeding FAR Part 77 height limits ▶ Storage of hazardous materials ▶ Hazards to flight ⁹	▶ Avigation easement dedication
B1	Approach/Departure Zone	0.1 (10-acre parcel)	25	50	65	30%	▶ Children's schools, day care centers, libraries ▶ Hospitals, nursing homes ▶ Highly noise-sensitive uses (e.g., outdoor theaters) ▶ Aboveground bulk storage of hazardous materials ¹⁰ ▶ Hazards to flight ⁹	▶ Locate structures maximum distance from extended runway centerline ▶ Minimum NLR of 25 dB in residential and office buildings ¹¹ ▶ Airspace review required for objects >35 feet tall ¹² ▶ Avigation easement dedication
B2	Adjacent to Runway	0.1 (10-acre parcel)	50	100	130	No Req't	Same as Zone B1	▶ Locate structures maximum distance from runway ▶ Minimum NLR of 25 dB in residential and office buildings ¹¹ ▶ Airspace review required for objects >35 feet tall ¹² ▶ Avigation easement dedication
C1	Extended Approach/Departure Zone and Primary Traffic Pattern	0.5 (2-acre parcel)	75	150	195	20%	▶ Children's schools, libraries ▶ Hospitals, nursing homes ▶ Highly noise-sensitive uses (e.g., outdoor theaters) ▶ Hazards to flight ⁹	▶ Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹¹ ▶ Airspace review required for objects >70 feet tall ▶ Deed notice required
C2	Other Traffic Pattern	No Limit	100	300	390	10%	▶ Children's schools ▶ Hospitals, nursing homes ▶ Buildings with >3 habitable floors above ground ▶ Hazards to flight ⁹	▶ Deed notice required ▶ Airspace review required for objects >150 feet tall
D	Other Airport Environs	No Limit		No Limit ¹³		No Req't	▶ Spectator-oriented sports stadiums; amphitheaters; concert halls ¹³ ▶ Hazards to flight ⁹	▶ Airspace review required for objects >150 feet tall
*	Height Review Overlay		Same as Underlying Compatibility Zone			Not Applicable	Same as Underlying Compatibility Zone	▶ Airspace review required for objects >35 feet tall ¹² ▶ Avigation easement dedication required

Table 2A

Primary Compatibility Criteria

Placer County Airport Land Use Compatibility Plan

NOTES:

- 1 Residential development should not contain more than the indicated number of dwelling units (both primary and secondary) per gross acre. Clustering of units is encouraged — see Policy 4.2.6 for limitations.
- 2 Usage calculations shall include all people who may be on the property (e.g., employees, customers/visitors, etc.) both indoors and outside. These criteria are intended as general planning guidelines to aid in determining the acceptability of proposed land uses. Additional guidance is provided by Appendix C.

Note: For unincorporated areas of Placer County, the number of people assumed to occupy a property shall be calculated as equalling the number of parking spaces typically required in the applicable zoning district times the following:
 - ▶ 2.0 people per parking space for restaurants, theaters, meeting halls, churches, sports facilities, and other indoor or outdoor places of public assembly;
 - ▶ 1.5 people per parking space for all other uses.
 See Appendix C for a sample calculation.
- 3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See supporting compatibility policies on safety (Policy 4.2.5) for definition of open land.
- 4 The uses listed here are ones which are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- 5 Airport proximity and the existence of aircraft overflights should be disclosed as part of all real estate transactions involving property within any of the airport influence area zones. Easement dedication and deed notice requirements apply only to new development.
- 6 The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- 7 Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.6 for details.
- 8 An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.7 for details.
- 9 Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development which may cause the attraction of birds to increase is also prohibited. See the supporting compatibility policies on airspace protection (Policies 4.3.2 and 4.3.5) for details.
- 10 Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 2,000 gallons of nonaviation flammable materials is also exempted.
- 11 NLR = Noise Level Reduction; the outside-to-inside sound level attenuation which the structure provides. See the supporting compatibility policy on interior noise (Policy 4.1.5) for details.
- 12 Objects up to 35 feet in height are permitted; however, the Federal Aviation Administration may require marking and lighting of certain objects. See supporting compatibility policy on height restrictions (Policy 4.3.2) for details.
- 13 Although no explicit upper limit on usage intensity is defined for *Zone D*, land uses of the types listed — uses which attract very high concentrations of people in confined areas — are generally prohibited. This limitation notwithstanding, no use shall be prohibited in *Zone D* if its usage intensity is such that it would be permitted in *Zone C2*.

Source: Shutt Moen Associates (October 25, 2000)

Table 2A, Continued

3. REVIEW OF AIRPORT MASTER PLANS AND DEVELOPMENT PLANS

3.1. Review Process

- 3.1.1. *Project Submittal Information* — An airport master plan or development plan submitted to the Commission for review shall contain sufficient information to enable the Commission to adequately assess the noise, safety, airspace protection, and overflight impacts of airport activity upon surrounding land uses. A master plan report should be submitted, if available. At a minimum, information to be submitted shall include:
- (a) A layout plan drawing of the proposed facility showing the location of: (1) property boundaries; (2) runways or helicopter takeoff and landing areas; (3) runway or helipad protection zones; and (4) aircraft or helicopter approach/departure flight routes.
 - (b) Airspace surfaces in accordance with Federal Aviation Regulations, Part 77.
 - (c) Activity forecasts, including the number of operations by each type of aircraft proposed to use the facility, the percentage of day versus night operations, and the distribution of takeoffs and landings for each runway direction.
 - (d) Proposed flight track locations and projected noise contours or other relevant noise impact data.
 - (e) A map showing existing and planned land uses in the areas affected by aircraft activity associated with implementation of the proposed master plan or development plan.
 - (f) An environmental document, if one has been prepared and it addresses airport land use compatibility issues.
 - (g) Identification and proposed mitigation of impacts on surrounding land uses.
- 3.1.2. *Commission Action Choices for Plans of Existing Airports* — When reviewing airport master plans or expansion plans for existing airports, the Commission has three action choices:
- (a) Find the airport plan consistent with the *Airport Land Use Compatibility Plan*.
 - (b) Find the airport plan inconsistent with the Commission's *Plan*.
 - (c) Modify the *Airport Land Use Compatibility Plan* (after duly noticed public hearing) to reflect the assumptions and proposals in the airport plan.

3.1.3. *Commission Action Choices for Reviews of New Airports or Heliports* — When reviewing proposals for new airports or heliports, the Commission's choices of action are:

- (a) Approve the proposal as being consistent with the specific review policies listed in Section 3.3 below.
- (b) Approve the proposal and adopt a *Compatibility Plan* for that facility. State law requires adoption of such a plan if the airport or heliport will be a public-use facility (State Aeronautics Act Section 21675(a)).
- (c) Disapprove the proposal on the basis that the noise, safety, airspace protection, and overflight impacts it would have on surrounding land uses are not adequately mitigated.

3.1.4. *Response Time* — The Airport Land Use Commission must respond to a local agency's submittal of an airport master plan or development plan within 60 days from the date of referral (State Aeronautics Act Section 21676(d)).

- (a) If the Commission fails to make a determination within that period, the proposed action shall be deemed consistent with the *Compatibility Plan*.
- (b) Regardless of Commission action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.
- (c) The referring agency shall be notified of the Commission's action in writing.

3.2. Review Criteria for Master or Development Plans of Existing Airports

3.2.1. *Substance of Review* — When reviewing airport master plans or development plans for existing airports, the Commission shall determine whether activity forecasts or proposed facility development identified in the plan differ from the forecasts and development assumed for that airport in this *Airport Land Use Compatibility Plan*. Attention should specifically focus on:

- (a) Activity forecasts that are: (1) significantly higher than those in the *Airport Land Use Compatibility Plan*; or which (2) include a higher proportion of larger or noisier aircraft.
- (b) Proposals to: (1) construct a new runway or helicopter takeoff and landing area; (2) change the length, width, or landing threshold location of an existing runway; or (3) establish an instrument approach procedure.

- 3.2.2. *Consistency Determination* — The Commission shall determine whether the proposed airport plan or development plan is consistent with the *Airport Land Use Compatibility Plan*. The Commission shall base its determination of consistency on findings that the forecasts and development identified in the airport plan would not result in greater noise, overflight, and safety impacts or height restrictions on surrounding land uses than are assumed in the *Airport Land Use Compatibility Plan*.

3.3. Review Criteria for Proposed New Airports or Heliports

- 3.3.1. *Substance of Review* — In reviewing proposals for new airports and heliports, the Commission shall focus on the noise, safety, airspace protection, and overflight impacts upon surrounding land uses.
- (a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of Commission review.
 - (b) The Commission shall evaluate the adequacy of the proposed facility design (in terms of federal and state standards) only to the extent that the design affects surrounding land use.
 - (c) The Commission must base its review on the proposed airfield design. The Commission does not have the authority to require alterations to the airfield design.
- 3.3.2. *Airport/Land Use Relationships* — The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport or heliport and the impacts that the proposed facility would have upon these land uses. Questions to be considered should include:
- (a) Would the existing or planned land uses be considered incompatible with the airport or heliport if the latter were already in existence?
 - (b) What measures are included in the airport or heliport proposal to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses? Such measures might include: (1) location of flight tracks so as to minimize the impacts; (2) other operational procedures to minimize impacts; (3) installation of noise barriers or structural noise insulation; (4) acquisition of property interests (fee title or easements) on the impacted land.

4. SUPPORTING COMPATIBILITY CRITERIA

4.1. Noise

- 4.1.1. *Projected Noise Levels* — The evaluation of airport/land use noise compatibility shall consider the *future* Community Noise Equivalent Level (CNEL) contours of each airport as depicted in Chapters 4, 5, and 6 of this plan. These contours are calculated based upon aircraft activity forecasts which are set forth in an airport master plan or which are considered by the Placer County Airport Land Use Commission to be plausible (refer to activity data in Chapters 4, 5, and 6). The Airport Land Use Commission or the entities which operate airports in Placer County should periodically review the projected noise level contours and update them if appropriate.
- 4.1.2. *Application of Noise Contours* — The locations of CNEL contours are among the factors used to define compatibility zone boundaries and criteria. It is intended that noise compatibility criteria be applied at the general plan, specific plan, or other broad-scale level. Because of the inherent variability of flight paths and other factors that influence noise emissions, the depicted contour boundaries are not absolute determinants of the compatibility or incompatibility of a given land use. Noise contours can only quantify noise impacts in a general manner; except on large parcels or blocks of land (sites large enough to have 3 dB or more of variation in CNELs), they should *not* be used as site design criteria. (Note, though, that the airport noise contours set forth in this *Plan* are to be used as the basis for determining compliance with interior noise level criteria as listed in Policy 4.1.5.)
- 4.1.3. *Noise Exposure in Residential Areas* — The maximum CNEL considered normally acceptable for residential uses in the vicinity of the airports covered by this *Plan* is 60 dB.
- 4.1.4. *Noise Exposure for Other Land Uses* — Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in Table 2B.

- 4.1.5. *Interior Noise Levels* — Land uses for which interior activities may be easily disrupted by noise shall be required to comply with the following interior noise level criteria.
- (a) The maximum, aircraft-related, interior noise level which shall be considered acceptable for land uses near airports is 45 dB CNEL in:
 - ▶ Living and sleeping areas of single- or multi-family residences;
 - ▶ Hotels and motels;
 - ▶ Hospitals and nursing homes;
 - ▶ Churches, meeting halls, office buildings, and mortuaries; and
 - ▶ Schools, libraries, and museums.
 - (b) The noise contours depicted in Chapters 4, 5, and 6 of this *Plan* shall be used in calculating compliance with these criteria. Also, the calculations should assume that windows are closed.
 - (c) When reviewed as part of a general plan or zoning ordinance amendment or as a major land use action, evidence that proposed structures will be designed to comply with these criteria shall be submitted to the ALUC under the following circumstances:
 - (1) Any mobile home situated within an airport's 55-dB CNEL contour. [A typical mobile home has an exterior-to-interior noise level reduction (NLR) of approximately 15 dB with windows closed.]
 - (2) Any single- or multi-family residence situated within an airport's 60-dB CNEL contour. [Wood frame buildings constructed to meet 1990s standards for energy efficiency typically have an NLR of approximately 20 dB with windows closed.]
 - (3) Any hotel or motel, hospital or nursing home, church, meeting hall, office building, mortuary, school, library, or museum situated with an airport's 65-dB CNEL contour.
- 4.1.6. *Engine Run-Up and Testing Noise* — ALUC consideration of noise from these activities shall be limited as follows:
- (a) Aircraft noise associated with pre-flight engine run-ups, taxiing of aircraft to and from runways, and other operation of aircraft on the ground is considered part of airport operations and therefore is not subject to ALUC authority.
 - (1) However, the Commission may take into account noise from these sources when reviewing the compatibility of proposed land uses near the airport to the extent that this noise is reflected in airport noise contours approved by the airport proprietor and the Commission.
 - (2) Noise from aircraft ground operations also should be considered by the Commission when reviewing airport master plans or development plans in accordance with Section 3 herein.

Land Use Category	CNEL (dB)				
	50-55	55-60	60-65	65-70	70-75
<i>Residential</i>					
single-family, nursing homes, mobile homes	++	+	-	--	--
multi-family, apartments, condominiums	++	+	o	--	--
<i>Public</i>					
schools, libraries, hospitals	+	o	-	--	--
churches, auditoriums, concert halls	+	o	o	-	--
transportation, parking, cemeteries	++	++	++	+	o
<i>Commercial and Industrial</i>					
offices, retail trade	++	+	o	o	-
service commercial, wholesale trade, warehousing, light industrial	++	++	+	o	o
general manufacturing, utilities, extractive industry	++	++	++	+	+
<i>Agricultural and Recreational</i>					
cropland	++	++	++	++	+
livestock breeding	++	+	o	o	-
parks, playgrounds, zoos	++	+	+	o	-
golf courses, riding stables, water recreation	++	++	+	o	o
outdoor spectator sports	++	+	+	o	-
amphitheaters	+	o	-	--	--

Land Use Acceptability	Interpretation/Comments
++ <i>Clearly Acceptable</i>	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+ <i>Normally Acceptable</i>	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o <i>Marginally Acceptable</i>	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
- <i>Normally Unacceptable</i>	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
-- <i>Clearly Unacceptable</i>	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

Source: Shutt Moen Associates (October 25, 2000)

Table 2B

Noise Compatibility Criteria

Placer County Airport Land Use Compatibility Plan

- (b) Noise from the testing of aircraft engines on airport property is not deemed an activity inherent in the operation of an airport and thus it is not an airport-related impact addressed by this *Compatibility Plan*. Noise from these sources should be addressed by the noise policies of local agencies in the same manner as noise from other industrial sources. (Engine testing noise is not normally included in the noise contours prepared for an airport. However, aircraft noise modeling programs have the capability of including noise from this source. At airports where engine testing takes place or is proposed, the ALUC may need to ascertain whether the noise was or was not included in the noise contour calculations.)

4.1.7. *Construction of New or Expanded Airports or Heliports* — Any proposed construction of a new airport or heliport or expansion of facilities at an existing airport or heliport which would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level. For the purposes of this plan, a noise increase shall be considered significant if:

- (a) In locations having an existing ambient noise level of less than 60 dB CNEL, the project would increase the noise level by 5.0 dB or more.
- (b) In locations having an existing ambient noise level of between 60 and 65 dB CNEL, the project would increase the noise level by 3.0 dB or more.
- (c) In locations having an existing ambient noise level of more than 65 dB CNEL, the project would increase the noise level by 1.5 dB or more.

4.2. Safety

4.2.1. *Objective* — The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing.

- (a) Risks both to people and property in the vicinity of an airport and to people on board the aircraft shall be considered.
- (b) More stringent land use controls shall be applied to the areas with greater potential risk.

4.2.2. *Risks to People on the Ground* — The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents. (Methods for determining the concentration of people for various land uses are provided in Appendix C.)

4.2.3. *Land Uses of Particular Concern* — Land uses of particular concern are ones in which the occupants have reduced effective mobility or are unable to respond to emergency situations. Children's schools and day care centers (with 7 or more children), hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped shall be prohibited within all *Compatibility Zones* except *Zone D*.

- (a) This general policy may be superseded by airport specific policies (see Chapter 3).
- (b) Hospitals are medical facilities which include provision for overnight stays by patients. Medical clinics are permitted in *Compatibility Zones C1* and *C2* provided that these facilities meet the maximum intensity standards found in Table 2A, *Primary Compatibility Criteria*.

4.2.4. *Other Risks* — Storage of fuel and other hazardous materials within the airport environs is restricted as follows:

- (a) Within *Compatibility Zone A*, storage of any such substance is prohibited.
- (b) Within *Compatibility Zones B1* and *B2*, only the following is permitted:
 - (1) Fuel or hazardous substances stored in underground tanks.
 - (2) On-airport storage of aviation fuel and other aviation-related flammable materials.
 - (3) Up to 2,000 gallon of nonaviation flammable materials.

4.2.5. *Open Land* — In the event that a light aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site.

- (a) To qualify as open land, an area should be:
 - (1) Free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.
 - (2) Have minimum dimensions of approximately 75 feet by 300 feet.
- (b) Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria.
- (c) Open land requirements for each compatibility zone are to be applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently, the identifica-

tion of open land areas must initially be accomplished at the general plan or specific plan level or as part of large-acreage projects.

- (d) Clustering of development and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of open land areas.
- (e) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for projects located within the influence area of airports covered by this *Compatibility Plan* in order to assure that individual development projects provide the open land areas identified in the applicable general plan, specific plan, or other large-scale plan.

4.2.6. *Limitations on Clustering* — Policy 4.2.5.(d) notwithstanding, limitations shall be set on the maximum degree of clustering or usage intensity acceptable within a portion of a large project site.

- (a) Clustering of new residential development shall be limited as follows:
 - (1) *Zone A*: Not applicable.
 - (2) *Zones B1 and B2*: Maximum of 4 dwelling units per any individual acre. Buildings shall be located as far as practical from the extended runway centerline and shall be limited to a maximum of two stories in height.
 - (3) *Zone C1*: No limit except that buildings shall be a maximum of three stories in height.
 - (4) *Zones C2 and D*: No limit.
- (b) Unless special design measures as listed in Policy 4.2.7 are utilized, usage intensity of new nonresidential development shall be limited as follows:
 - (1) *Zone A*: No clustering permitted.
 - (2) *Zone B1*: Maximum of 50 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Office buildings with three or more floors, retail stores with two or more floors, fast-food establishments, large shopping centers (500,000 or more square feet), theaters, motels, and similar uses typically do not comply with this criterion.
 - (3) *Zone B2*: Maximum of 100 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Office buildings with three or more floors, retail stores with two or more floors, large shopping centers (500,000 or more square feet), theaters, motels, and similar uses typically do not comply with this criterion.
 - (4) *Zone C1*: Maximum of 150 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Large shopping centers (500,000 or more square feet), theaters, motels and

hotels with three or more floors, and similar uses typically do not comply with this criterion.

(5) *Zone C2*: Maximum of 300 people per any individual acre (i.e., a maximum of triple the average intensity criterion set in Table 2A).

(6) *Zone D*: No limit.

(c) For the purposes of the above policies, the one-acre areas to be evaluated shall be squares (209 feet by 209 feet).

(d) In no case shall a proposed development be designed to accommodate more than the total number of dwelling units per acre (for residential uses) or people per acre (for nonresidential uses) indicated in Table 2A times the gross acreage of the project site. A project site may include multiple parcels. Gross acreage equals the property acreage plus a share of adjacent roads. Appendix D lists examples of the types of land uses which are potentially compatible under these criteria and the types of land uses which are considered incompatible.

4.2.7. *Risk Reduction Through Building Design* — In Zones B1, B2, C1, and C2, the number of people permitted to occupy a single nonresidential building may be increased by a factor of up to 1.3 times the limitations set by the preceding policy on clustering if special measures are taken to reduce the risks to building occupants in the event that the building is struck by an aircraft.

(a) Building design features which would enable application of an intensity bonus include, but are not limited to, the following:

- ▶ Using concrete walls;
- ▶ Limiting the number and size of windows;
- ▶ Upgrading the strength of the building roof;
- ▶ Avoiding skylights;
- ▶ Enhancing the fire sprinkler system;
- ▶ Limiting buildings to a single story; and
- ▶ Increasing the number of emergency exits.

(b) Project proponents who wish to request an intensity bonus must include appropriate details of the building design along with their project review application.

(c) Intensity bonuses shall be considered and approved by affected local jurisdictions on a case-by-case basis. The criteria to be used by each jurisdiction when considering intensity bonus requests shall be reviewed and approved by the ALUC as part of the general plan consistency process.

4.3. Airspace Protection

- 4.3.1. *Basis for Height Limits* — The criteria for limiting the height of structures, trees, and other objects in the vicinity of an airport shall be based upon: Part 77, Subpart C, of the Federal Aviation Regulations (FAR); the United States Standard for Terminal Instrument Procedures (TERPS); and applicable airport design standards published by the Federal Aviation Administration. Airspace plans depicting the critical areas for airspace protection around each of the airports covered by this *Compatibility Plan* are depicted in Chapters 4, 5, and 6.
- 4.3.2. *Height Restrictions* — The height of objects within the influence area of each airport shall be reviewed, and restricted if necessary, according to the following criteria. The locations of these zones are depicted on the respective *Compatibility Map* for each airport.
- (a) Within *Compatibility Zone A*:
 - (1) The height of all objects shall be limited in accordance with applicable Federal Aviation Administration criteria including FAR Part 77, TERPS, and/or airport design standards.
 - (b) Within *Compatibility Zones B1, B2, or Height Review Overlay Zone*:
 - (1) Objects up to 35 feet tall are acceptable and do not require ALUC review for the purposes of height factors.
 - (2) ALUC review is required for any proposed object taller than 35 feet.
 - (3) Federal Aviation Administration review may be necessary for proposed objects adjacent to the runway edges and the FAA may require marking and lighting of certain objects (the affected areas are generally on airport property).
 - (c) Within *Compatibility Zone C1*:
 - (1) Generally, there is no concern with regard to any object up to 70 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet taller than other nearby objects.
 - (d) Within *Compatibility Zone C2 or Compatibility Zone D*:
 - (1) Generally, there is no concern with regard to any object up to 150 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet above the ground.
- 4.3.3. *Avigation Easement Dedication* — As a condition for development approval, the owner of any property proposed for development within *Compatibility Zones A, B1, or B2* or a *Height Review Overlay Zone* shall be required to dedicate an

avigation easement to the entity owning the affected airport. The avigation easement shall:

- (a) Provide the right of flight in the airspace above the property;
- (b) Allow the generation of noise and other impacts associated with aircraft overflight;
- (c) Restrict the height of structures, trees and other objects;
- (d) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and
- (e) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property. An example of an avigation easement is provided in Appendix F.

4.3.4. *FAA Notification* — Proponents of a project which may exceed a Part 77 surface must notify the Federal Aviation Administration as required by FAR Part 77, Subpart B, and by the State Aeronautics Act, Sections 21658 and 21659. (Notification to the Federal Aviation Administration under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations. Refer to Appendix B for the specific Federal Aviation Administration notification requirements.)

- (a) Local jurisdictions shall inform project proponents of the requirements for notification to the Federal Aviation Administration.
- (b) The requirement for notification to the Federal Aviation Administration shall not necessarily trigger an airport compatibility review of an individual project by the Airport Land Use Commission if the project is otherwise in conformance with the compatibility criteria established herein.
- (c) FAA review is required for any proposed structure more than 200 feet above the surface level of its site. All such proposals also shall be submitted to the ALUC for review regardless of where in the county they would be located.
- (d) Any project submitted to the ALUC for airport land use compatibility review for reason of height-limit issues shall include a copy of FAR Part 77 notification to the Federal Aviation Administration.

4.3.5. *Other Flight Hazards* — New land uses which may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:

- (a) Glare or distracting lights which could be mistaken for airport lights;
- (b) Sources of dust, steam, or smoke which may impair pilot visibility;

- (c) Sources of electrical interference with aircraft communications or navigation;
and
- (d) Any proposed use, especially landfills and certain agricultural uses, which creates an increased attraction for large flocks of birds. (Refer to FAA Order 5200.5A, *Waste Disposal Sites on or Near Airports* and Advisory Circular 150/5200-33, *Hazardous Wildlife Attractants On or Near Airports*.)

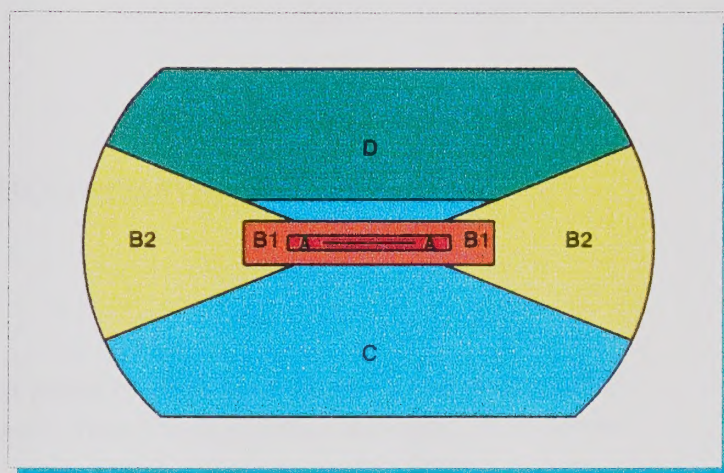
4.4. Overflights

- 4.4.1. *Nature of Concern* — Overflight compatibility concerns encompass a combination of noise and safety issues. Although sensitivity to aircraft overflights varies from one person to another, overflight sensitivity is particularly important with regard to residential land uses.
 - (a) For the purposes of the *Compatibility Plan*, the frequency of overflights, the typical overflight altitude, the noise levels of individual aircraft operations, the characteristics of the noise (helicopter noise being particularly intrusive), and the perceived necessity of the noise (noise from fire attack aircraft being considered more acceptable than noise from other loud aircraft) are the principal determinants of where overflights are considered to be a potential concern.
 - (b) The area of overflight concerns is the same as the airport influence area for each airport.
- 4.4.2. *Buyer Awareness Measures (Airport Impact Disclosure)* — Because all of each airport's influence area is subject to aircraft overflights, it is important that prospective purchasers of property within this area, particularly residential properties, are informed about the property's proximity to a nearby airport.
 - (a) In *Compatibility Zones C1* and *C2*, a *deed notice* shall be recorded for each parcel associated with any discretionary land use action reviewed by the Airport Land Use Commission. (Note that the *aviation easement* required by Policy 4.3.3 to be dedicated in conjunction with development in *Zones A, B1, B2*, and the *Height Review Overlay Zone* serves as a deed notice in those locations.)
 - (b) Each land use jurisdiction affected by this *Compatibility Plan* should adopt a policy designating the airport influence area as an area which may be regularly subject to aircraft overflight. The policy should note that owners and residents of property within this area may find such overflights to be annoying and/or disruptive to their enjoyment of the property. Property owners should be put on notice that the proximity of the airport and the potential for routine aircraft overflights should be disclosed in conjunction with any real estate transaction involving properties within the airport influence area.

- 4.4.3. *Land Use Conversion* — The compatibility of uses in the airport influence areas shall be preserved to the maximum feasible extent. Particular emphasis should be placed on preservation of existing agricultural and open space uses.
- (a) The conversion of land from existing or planned agricultural, industrial, or commercial use to residential uses within *Compatibility Zones A, B1, B2, and C1* is strongly discouraged.
 - (b) In *Compatibility Zone C2*, general plan amendments (as well as other discretionary actions such as rezoning, subdivision approvals, use permits, etc.) which would convert land to residential use or increase the density of residential uses should be subject to careful consideration of overflight impacts.

Individual Airport Policies and Compatibility Maps

3



Individual Airport Policies and Compatibility Maps

1. BASIS FOR COMPATIBILITY ZONE BOUNDARIES

1.1. General

The general concepts used to develop the compatibility zone boundaries for the three public-use airports in Placer County are outlined below. These basic, aviation-oriented, boundaries were then modified to take into account distinct geographic features and existing land uses around each airport. The compatibility zone boundaries represent a composite of noise, safety, airspace protection, and overflight concerns.

1.1.1. *Compatibility Zone A* — *Zone A* includes airport runways and immediately adjacent areas wherein uses are restricted to aeronautical functions in accordance with Federal Aviation Administration standards. The lateral limits of *Zone A* are generally defined by the airfield building restriction lines as depicted on the Airport Layout Plan for each airport. The length of *Zone A* is set to encompass the runway protection zone located at each end of the runway. Runway protection zone dimensions are defined by Federal Aviation Administration airport design standards and take into account the runway approach type and the type of aircraft the runway is intended to accommodate. In addition to being an area of high risk, *Zone A* also is subject to high noise levels. The Community Noise Equivalent Level exceeds 65-dB within much of *Zone A* at each airport (except Blue Canyon).

1.1.2. *Compatibility Zone B1* — *Zone B1* encompasses the portions of the runway approach/departure areas adjacent to and beyond the ends of the runway protection zones (*Zone A*). The length of the zone is primarily determined by the type of approach procedure existing or planned at each runway end. Noise levels and risks are both high in these areas. Cumulative noise levels are generally at least 55 dB CNEL (except at Blue Canyon). Also, noise produced by individual aircraft opera-

tions are often high enough to disrupt many land use activities. Risk levels are high because of the proximity of *Zone B1* to the runway ends and because these areas are overflown by aircraft at low altitudes — typically only 200 to 400 feet above the runway elevation. Additionally, restrictions on the height of objects (generally not less than 50 feet) may be required for airspace protection purposes.

- 1.1.3. *Compatibility Zone B2* — *Zone B2* at each airport extends laterally from and along the length of the nearest runway. Sideline aircraft noise is the key factor in this area, both cumulative and single-event. Run-up noise may also be a concern in some locations. The zone width is generally set so as to encompass the 60-dB CNEL contour. Risk is also a factor, but less so than in *Zone B1*. Height restrictions may be required as well.
- 1.1.4. *Compatibility Zone C1* — *Zone C1* covers the extended approach/departure corridor for each airport and also includes land beneath the primary traffic patterns. This zone is affected by moderate degrees of both noise and risk. Cumulative noise levels exceed 55 dB CNEL in portions of *Zone C1* and noise from individual aircraft operations is disruptive to noise-sensitive land uses. Aircraft overfly this area at or below the traffic pattern altitude of 1,000 feet above the runway elevation. According to the data presented in the Caltrans *Handbook*, 40% to 50% of off-runway, airport-related, general aviation aircraft accidents occur within *Zones B* and *C1* for airports comparable to each of the Placer County airports. Portions of *Zone C1* lie beneath the Federal Aviation Regulations Part 77 transitional surface airspace — restrictions may be required on tall objects (ones greater than 100 feet high).
- 1.1.5. *Compatibility Zone C2* — *Zone C2* encompasses areas routinely overflown by aircraft approaching and departing the airports, but less frequently or at higher altitudes than the areas within *Zone C1*. The zone includes locations along the pattern entry routes, within instrument approach corridors, and beneath wide patterns flown by large aircraft. Aircraft typically overfly these areas at an altitude of 1,000 to 1,500 feet above ground level on visual approaches. Annoyance associated with aircraft overflights is the major concern within *Zone C2*. Although the zone lies outside the 55-dB CNEL contour, noise from individual aircraft overflights may adversely affect certain land uses. Safety is a concern only with regard to uses involving high concentrations of people and to particularly risk-sensitive uses such as schools and hospitals.
- 1.1.6. *Compatibility Zone D* — Areas within *Zone D* are sometimes overflown by aircraft arriving and departing the airport. Hazards to flight are the only compatibility concern. The outer limits of the zone coincide with the outer edge of the conical surface defined by Federal Aviation Regulations Part 77 for each airport. Except on high terrain, height limits are no less than 150 feet within this area.

1.2. Special Conditions

At some airports, special conditions as provided for in Policy 2.4.3.(e) of Chapter 2 have been acknowledged by the Airport Land Use Commission in adoption of this *Compatibility Plan*. These special conditions result in establishment of compatibility zone boundaries and/or compatibility criteria different in character from the zones and criteria applicable to other airports in the county. Where any such additional policies have been adopted for a particular airport, they are listed in the following sections of this chapter. These special policies are not to be generalized or considered as precedent applicable to other locations near the same airport or to the environs of other airports addressed by this plan.

Figure 3A

Compatibility Map
Albany Municipal Airport

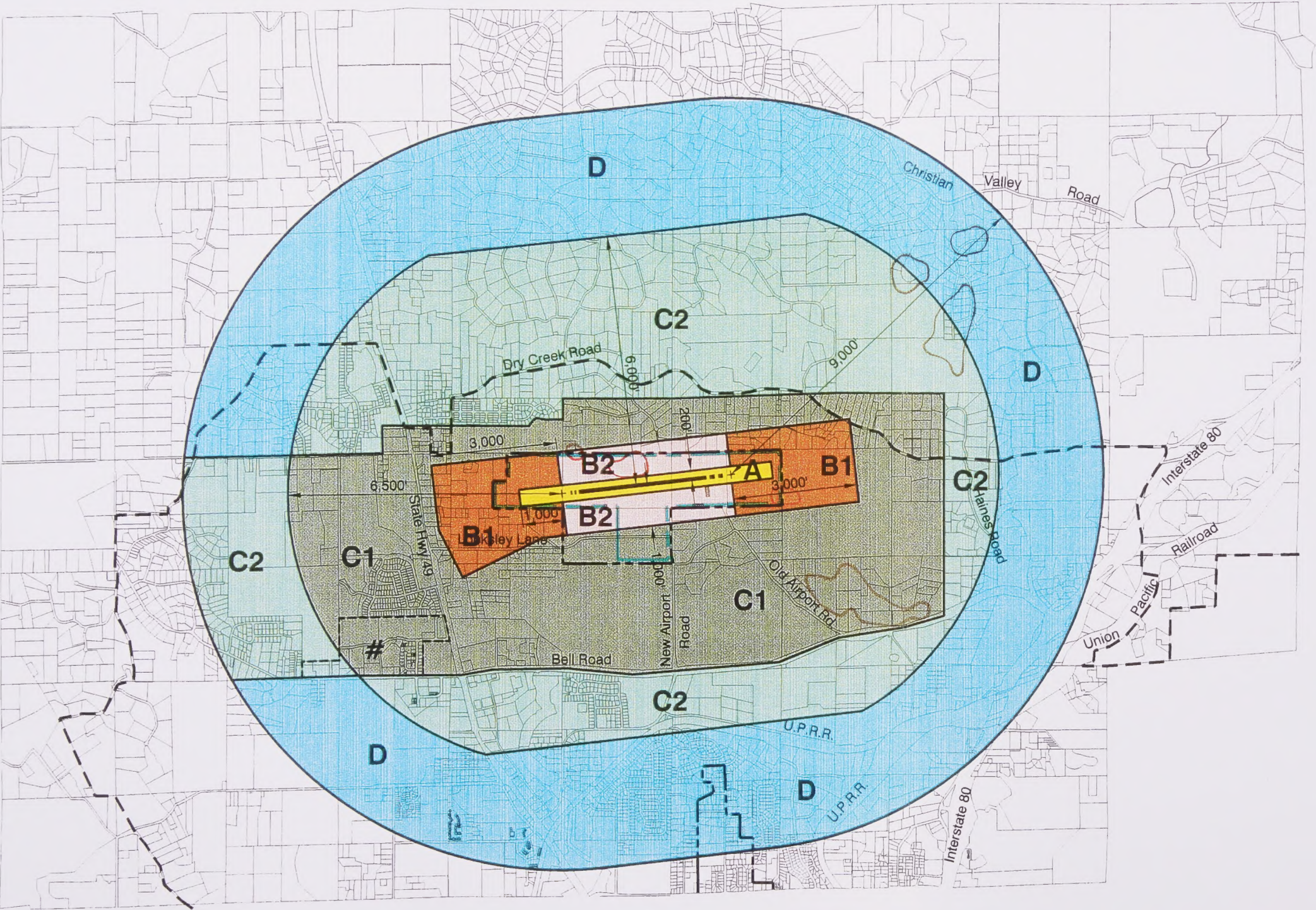
2. AUBURN MUNICIPAL AIRPORT

2.1. Compatibility Map Delineation

2.1.1. *Compatibility Map* — The Compatibility Map for Auburn Municipal Airport is presented in Figure 3A and is to be used in conjunction with the criteria set forth in Table 2A.

2.1.2. *Boundary Determinants*

- (a) The Zone A boundaries are defined by the building restriction line and runway protection zone boundaries as indicated on the airport layout plan for the extended runway. The zone is all on airport property.
- (b) Zone B1 encompasses most of the future 60-dB CNEL contour. Also included are locations typically overflown by aircraft at less than 300 feet above ground level on visual approaches to either end of the runway. At the west end of the runway, the zone bends southward to reflect the 20° left turn which aircraft are encouraged to make when taking off from Runway 25. The length at the west end takes into account the fact that ground elevations are well below the runway elevation.
- (c) Zone B2 contains the areas along each side of the runway where noise is more of a factor than risk. The zone width is set to encompass most of the 60-dB CNEL contour.
- (d) Zone C1 includes the 55-dB CNEL contour plus locations beneath the predominantly used (south-side) traffic pattern. The edges of these areas fall close to well-defined roads and property lines, thus for convenience the zone boundaries are shown on these geographic features.
- (e) Zone C2 contains the north-side traffic pattern plus additional areas along the south-side traffic pattern and within the common arrival and departure corridor to the west.
- (f) Zone D includes remaining areas lying within the outer boundaries of the FAR Part 77 conical surface.



Legend

Compatibility Zones

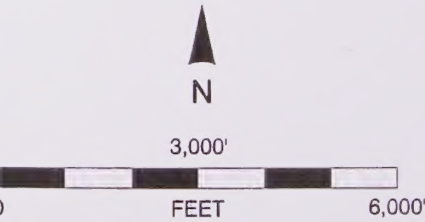
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D

- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- Auburn City Limits
- Auburn Sphere of Influence

Note: longitudinal dimensions measure from end of primary surface, 200' from ends of extended runway.



Source: Shutt Moen Associates (October 25, 2000)

Figure 3A

Compatibility Map
Auburn Municipal Airport

2.2. Additional Compatibility Policies

2.2.1 *Sutter Auburn Faith Hospital* — The criteria set forth in Table 2A of Chapter 2 notwithstanding, hospitals and nursing homes shall not be prohibited within that portion of Compatibility Zones C1 and C2 which includes the existing hospital property and adjacent parcels designated with a # symbol on the Auburn Municipal Airport Compatibility Map (Figure 3A).

- (a) Any new structures to be used as a hospital or nursing home shall be limited to no more than two aboveground habitable floors and, to the extent feasible, shall incorporate other design features which would help protect the building occupants in the event of an aircraft crash (for example, minimizing extensive glass areas in exterior walls).
- (b) This special policy shall apply only to the area indicated and not to any other locations within the Auburn Municipal Airport environs or the environs of others airports addressed by this plan.

3. BLUE CANYON AIRPORT

3.1. Compatibility Map Delineation

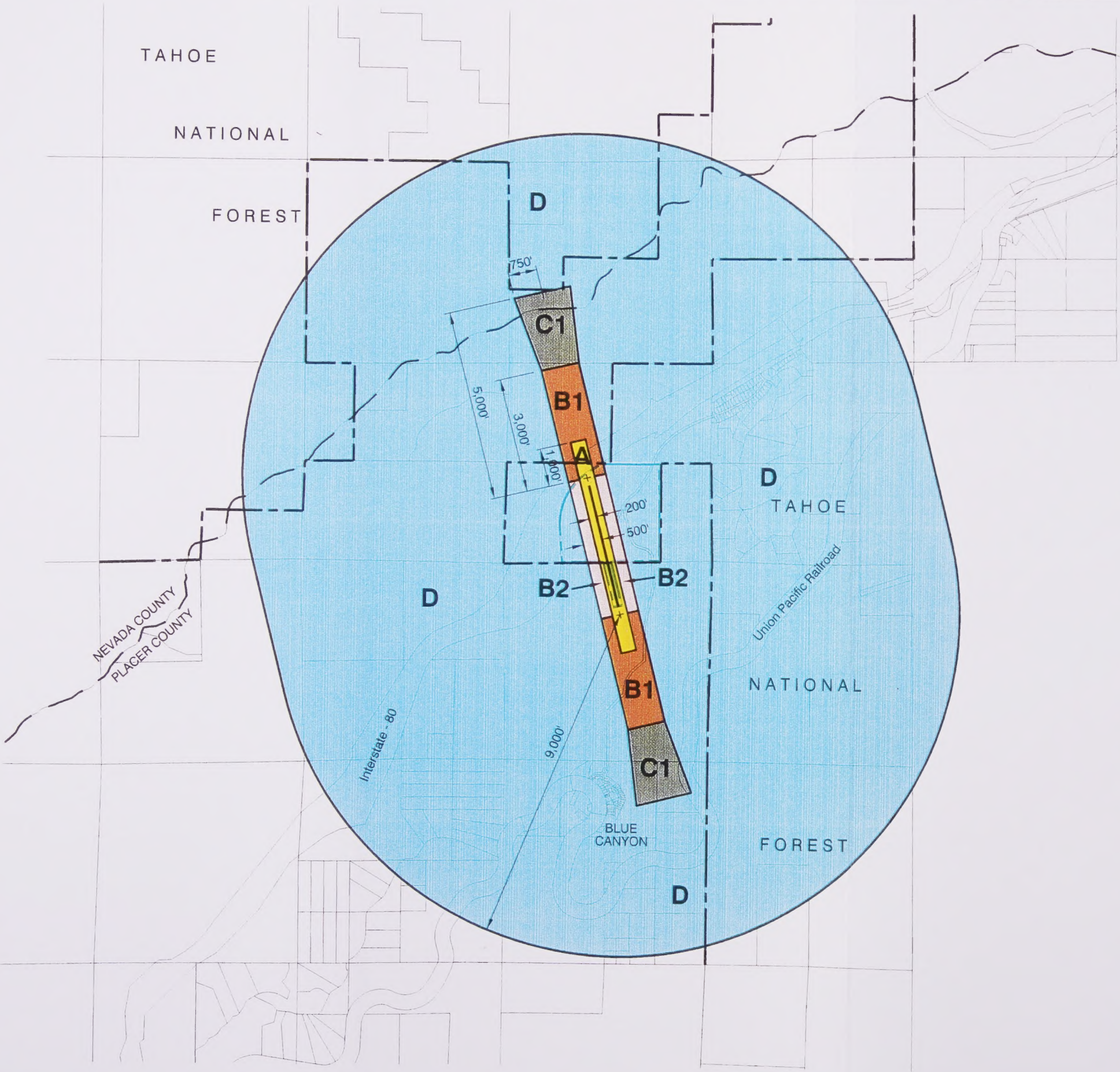
3.1.1. *Compatibility Map* — The Compatibility Map for Blue Canyon Municipal Airport is presented in Figure 3B and is to be used in conjunction with the criteria set forth in Table 2A.

3.1.2. *Boundary Determinants*

- (a) *Zone A* extends 1,200 feet beyond each runway end to encompass the runway protection zones as well as laterally to the building restriction line (200 feet from the runway centerline).
- (b) *Zone B1* is shorter than at other airports in the county in recognition of the low aircraft activity volume at Blue Canyon Airport. Included are locations where aircraft may be less 200 feet above the runway elevation when on approach to landings.
- (c) *Zone B2* provides a buffer zone laterally from the runway in recognition of the fact that a small degree of risk is present in this area.
- (d) *Zone C1* includes additional locations beneath the approach surface defined by FAR Part 77. The airport has insufficient activity to warrant extending the zone to include the airport traffic pattern.
- (e) No *Zone C2* is established for this airport because of the low activity level.
- (f) The *Zone D* limits match the airport's FAR Part 77 conical surface boundary and encompasses the airport traffic pattern.

3.2. Additional Compatibility Policies

None.



Legend

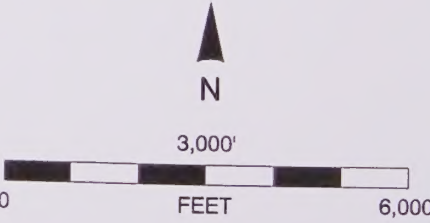
Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D

Boundary Lines

- Airport Property Line
- Tahoe National Forest

Note: longitudinal dimensions measure from end of primary surface, 200' from runway end.



Source: Shutt Moen Associates (October 25, 2000)

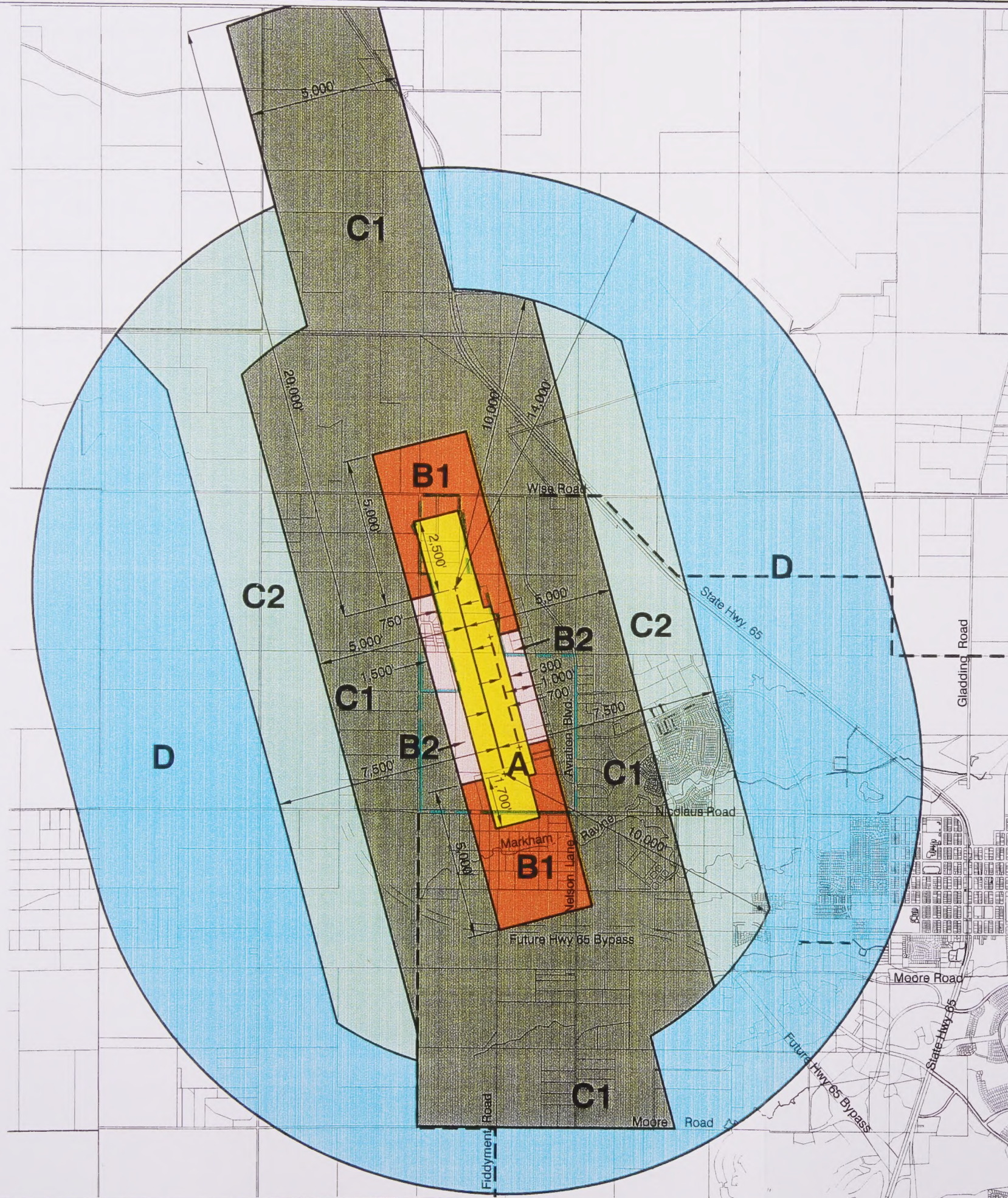
Figure 3B

Compatibility Map
Blue Canyon Airport

4. LINCOLN REGIONAL AIRPORT

4.1. Compatibility Map Delineation

- 4.1.1. *Compatibility Map* — The Compatibility Map for Lincoln Regional Airport is presented in Figure 3C and is to be used in conjunction with the criteria set forth in Table 2A and the additional policies listed in Section 4.2 of this chapter.
- 4.1.2. *Boundary Determinants*
- (a) *Zone A* encompasses the area adjacent to and at the ends of the existing runway and proposed parallel runway. The width is based upon the building restriction line shown on the current Lincoln Regional Airport Layout Plan. The length contains the runway protection zone of each runway.
 - (b) The limits of *Zone B1* reflect both noise and safety concerns consistent with the types of instrument approach procedures established at the airport, the types of aircraft which operate there, and the projected volume of aircraft activity. Lack of significant existing or anticipated future compatibility conflicts within the zone also is a factor in the zone size. The length of the zone is primarily set with respect to the point at which aircraft pass below 300 feet above the ground when approaching the runway on a straight-in instrument approach. This distance also encompasses the 55-dB CNEL contour.
 - (c) *Zone B2* consists of two areas adjacent to *Zone A*, one on each side of the runways. The length of the zone is based on the length of the existing runway. The length on the east side is predicated on the city's adoption of a policy which will require aircraft approaching and departing the future runway to avoid turns closer than the ends of the primary runway. The width of the zone takes into account the future runway and is set so as to contain the future 60-dB CNEL contour.
 - (d) *Zone C1* contains the east and west traffic patterns for the existing runway, as well as the pattern for the potential future parallel runway. Extensions of the zone are established to the north and south because aircraft on nonprecision instrument approaches may overfly these areas at altitudes under 600 feet above the ground. Noise from individual aircraft operations is a factor in these locations.
 - (e) *Zone C2* encompasses the typical traffic patterns entry corridors and wider patterns usually flown by large aircraft.



Legend

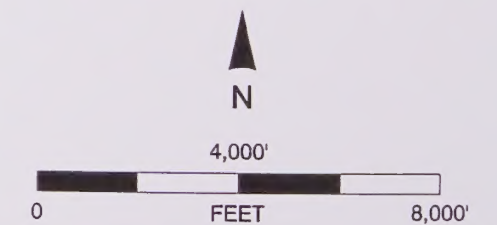
Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D

Boundary Lines

- Airport Property Line
- Lincoln City Limits
- Lincoln Sphere of Influence

Note: longitudinal dimensions measure from end of primary surface, 200' from runway ends.



Source: Shutt Moen Associates (October 25, 2000)

Figure 3C

Compatibility Map Lincoln Regional Airport

- (f) *Zone D* contains the remainder of the airport's FAR Part 77 conical surface.

4.2. Additional Compatibility Policies

- 4.2.1. The new municipal wastewater treatment facility which the city of Lincoln proposes to build south of Moore Road within the outer end of *Compatibility Zone C1* (some 2.3 miles south of the airport) is deemed to be consistent with the Chapter 2 policy (Policy 4.3.5) regarding avoidance of land uses which increase the attraction of birds. This finding is based upon two factors: (1) the city's intent to design the facility so as to minimize its of attraction birds to the extent feasible; and (2) the new facility will replace the existing wastewater treatment plant located only a mile southeast of the airport.

Background Data: Auburn Municipal Airport

4



Background Data: Auburn Municipal Airport

INTRODUCTION

Owned and operated by the city of Auburn, Auburn Municipal Airport is situated within the city limits, but in a noncontiguous segment some 1.5 miles beyond the northern edge of the remainder of the city. The city's sphere of influence encompasses all of the intervening land plus additional areas on all sides of the airport. At present, though, the airport environs fall entirely within unincorporated Placer County jurisdiction. No large-scale annexation is anticipated within the foreseeable future.

An airport has existed on the present site since 1934. The Civil Aeronautics Authority built the facility as a refueling stopover for mail planes and continued to operate it until after World War II. The land was privately owned and leased to the federal government until 1946 when the city of Auburn acquired both the land and facilities. Originally, there were two runways: one along the current east/west alignment and a second which ran roughly northeast/southwest through some of where the adjacent industrial park is now located. The second, shorter runway was closed in the early 1970s. A project to extend the present 3,100-foot runway to 3,700 feet with the addition of 400 feet on the east and 200 feet on the west is planned for construction in 2000. (Historical information from airport management and 1979 *Auburn Airport Master Plan*.)

Prior to about 1980, relatively little urban land use existed near the airport except a mile to the west along State Route 49. Over the last two decades, development along the Highway 49 corridor has intensified, the industrial area along the airport's south side has been built, and numerous rural residences have occupied the wooded hillsides to the north and east. Future compatibility issues are likely to involve these same areas as proposals arise for new development on the remaining vacant land.

GENERAL INFORMATION

- *Airport Ownership* — City of Auburn
- *Property Size*
 - Fee title: 205 acres
 - Avigation easements: None
- *Airport Classification* — General aviation
- *Airport Elevation* — 1,531 feet MSL
- *Access*
 - Via New Airport Road on south
 - State Route 49 1.2 miles west
 - Interstate 80 2.5 miles east via Bell Road

RUNWAY/TAXIWAY DESIGN

Runway 7-25

- *Critical Aircraft* — Small, single engine
- *Classification* — Airport Reference Code B-I
- *Dimensions* — 3,100 feet long, 60 feet wide
- *Pavement Strength* — 30,000 lbs. for aircraft with single-wheel main landing gear
- *Average Gradient* — 1.68% (high end on east)
- *Lighting* — Medium-intensity edge lighting (pilot controlled)
- *Primary Taxiways* — Full-length parallel on south

AIRPORT PLANNING

- *Airport Master Plan*
 - Adopted 1996
- *Final Environmental Assessment & Environmental Impact Report*
 - Completed December 1997
 - Addresses master plan, proposed runway extension, and other first phase development

BUILDING AREA

- *Location*
 - South side of runway
- *Aircraft Parking Capacity*
 - 82 hangar & shelter spaces
 - 145 tiedown spaces on apron
- *Services*
 - Fuel available 24 hours per day by self-serve
 - Aircraft repairs; avionics sales and service
 - Aircraft rental; flight instruction; pilot supplies
 - Scenic flights; rental cars

APPROACH PROTECTION

- *Runway Protection Zones*
 - Runway 7: 1,000 feet long; all on airport property
 - Runway 25: 1,000 feet long; all on airport property
- *Approach Obstacles*
 - Runway 7: None
 - Runway 25: None

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- *Airplane Traffic Pattern*
 - Left traffic to both runway ends
 - Pattern altitude 1,000 feet AGL
- *Instrument Approaches*
 - Runway 7 GPS: Nonprecision straight-in (1 mi. visibility, 449 ft. min. descent height); circling (1 mi. visibility, 669 ft. min. descent height)
- *Visual Navigational Aids*
 - Airport: Rotating beacon
 - Runway 7: PAPI
 - Runway 25: PAPI
- *Noise Abatement Procedures*
 - Runway 25 departures: Make 20° left turn at runway end to avoid overflight of convalescent hospital
- *Helicopter Traffic Pattern*
 - All patterns south of airport (east of Hwy 49 and north of Bell Road); pattern altitude 580 ft. AGL

PROPOSED FACILITY IMPROVEMENTS

- *Airfield*
 - Extend runway 400 feet east and 200 feet west; future length 3,700 feet
 - Install runway end identifier lights (REILS)
 - Widen runway 15 feet on north; future width 75 feet
 - No property acquisition required — runway protection zones remain on existing airport property
 - Establish nonprecision approach to Runway 25
- *Building Area*
 - Property acquisition (17 ± acres)
 - Construct additional tiedowns and hangars

Source: Data Compiled by Shutt Moen Associates (June 1999)

Exhibit 4A

Airport Features Information

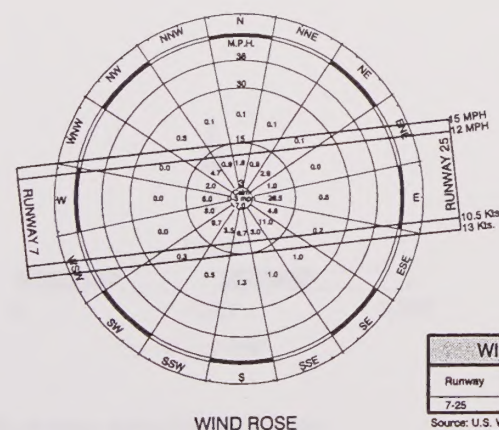
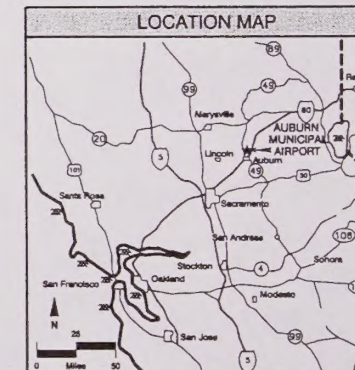
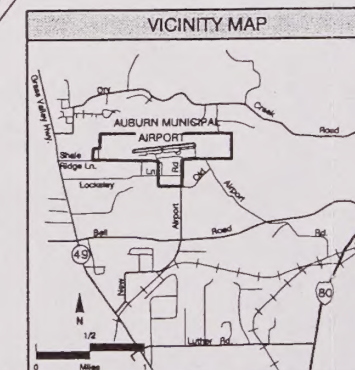
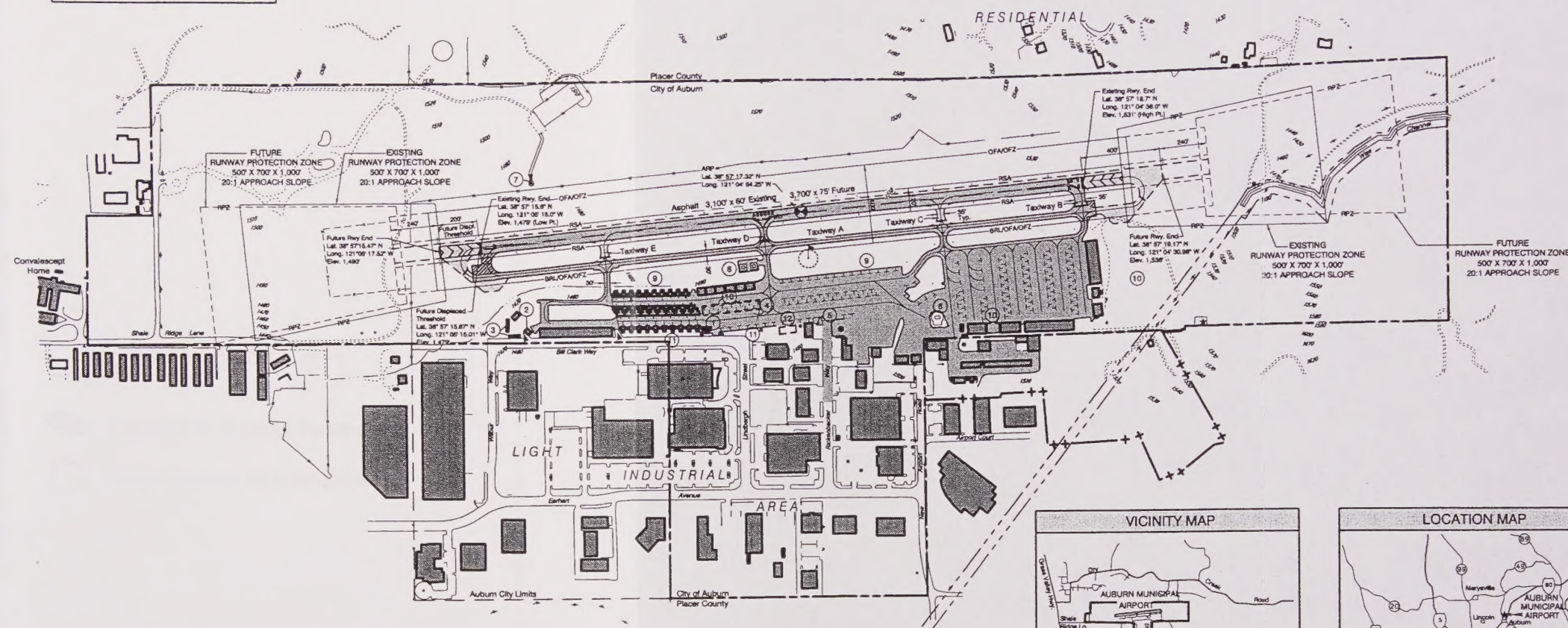
Auburn Municipal Airport

BUILDING AND FACILITY LEGEND	
1	Lighting Vault
2	Pump Station (not in use)
3	Civil Air Patrol
4	Compass Calibration Pad
5	Wash Rack
6	Fuel Island
7	AWOS
8	Helicopter Parking
9	Future Apron
10	Future Hangars
11	Future Auto Parking
12	Future Terminal

TAXIWAY DATA								
TWY	TYPE	PAVEMENT SURFACE	WIDTH		STRENGTH (1,000') S/D/DT		LIGHTING TYPE	
			EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
A	Parallel	Asphalt	30'	Same	30/++	Same	M/TL	M/TL/Sign
B	Exit	Asphalt	45'	Same	30/++	Same	N/A	M/TL/Sign
C	Exit	Asphalt	N/A	35'	N/A	12.5/+	N/A	M/TL/Sign
D	Exit	Asphalt	35'	Same	30/++	Same	N/A	M/TL/Sign
E	Exit	Asphalt	N/A	35'	N/A	12.5/+	N/A	M/TL/Sign

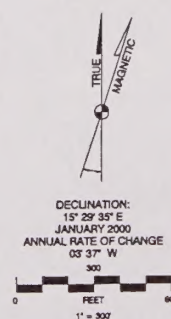
ALP NOTES	
a	Airport coordinates data source: July 28, 1992 mapping. Data is NAD 83.
b	Only existing runway markings are depicted.

RUNWAY DATA				RUNWAY 7-25	
				EXISTING	FUTURE
AIRPORT REFERENCE CODE			B-I (Small)	No Change	
CRITICAL AIRCRAFT			Merlin II	No Change	
WIND COVERAGE (15 MPH)			96.7%	No Change	
PHYSICAL LENGTH AND WIDTH			3,100' x 60'	3,700' x 75'	
MAXIMUM ELEVATION (Above Mean Sea Level)			1,531'	1,536'	
EFFECTIVE GRADIENT			1.68%	1.24%	
RUNWAY/TAXIWAY SURFACE TYPE			Asphalt	No Change	
PAVEMENT STRENGTH (1,000#) - S/D/I/T			30/-/-		
RUNWAY SAFETY AREA (Width)			120'	No Change	
RUNWAY SAFETY AREA (Length Beyond Runway End)		7	240'	No Change	
		25	240'	No Change	
APPROACH TYPE (FAR Part 77 Category)		7	Nonprecision (NP)	No Change	
		25	Visual (AV)	Nonprecision (NP)	
APPROACH VISIBILITY (Minimums)		7	1 Mile	No Change	
		25	1 Mile (circling)	No Change	
APPROACH SLOPE (Required/Clear)		7	20:1 / > 20:1	No Change	
		25	20:1 / > 20:1	No Change	
APPROACH AND LANDING AIDS		7	PAPI	PAPI, REIL	
		25	PAPI	PAPI, REIL	
RUNWAY END COORDINATES		Approach End of Runway 7	Latitude	36° 57' 15.6" N	36° 57' 15.47" N
			Longitude	121° 05' 15.0" W	121° 05' 17.52" W
		Approach End of Runway 25	Latitude	36° 57' 18.7" N	36° 57' 18.17" N
			Longitude	121° 04' 36.0" W	121° 04' 30.98" W
DISPLACED THRESHOLD COORDINATES		Approach End of Runway 7	Latitude	N/A	36° 57' 15.67" N
			Longitude	N/A	121° 05' 15.01" W
RUNWAY MARKING			Basic	Nonprecision	
TAXIWAY LIGHTING			Medium Intensity	No Change	
TAXIWAY LIGHTING			Medium Intensity	No Change	

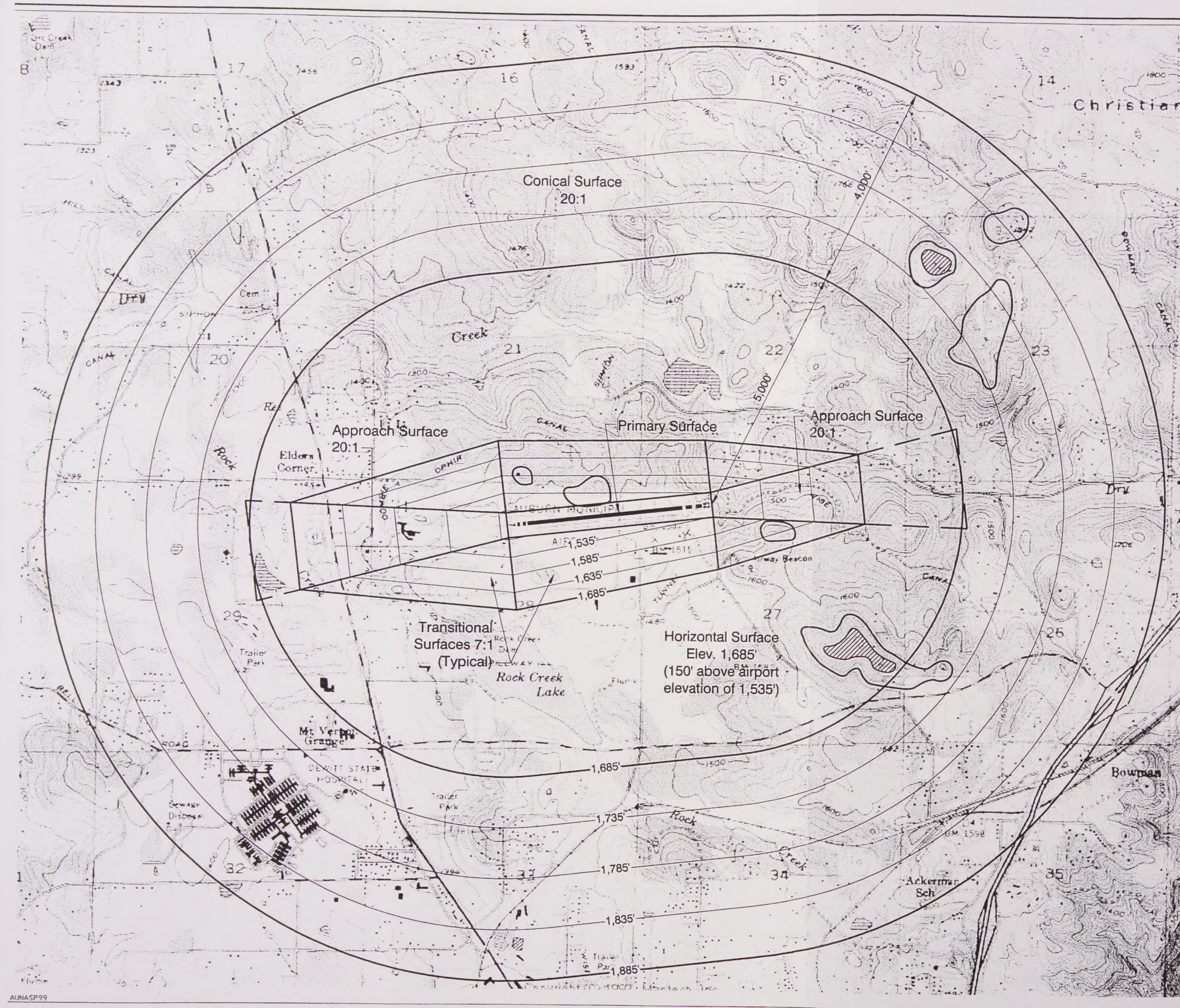


WIND COVERAGE		
Runway	12 M.P.H. (10.5 Knots)	15 M.P.H. (13 Knots)
7-25	92.0%	98.7%

Source: U.S. WEATHER BUREAU RECORDED AT AUBURN
Period: SURFACE WIND VELOCITY OVER A PERIOD OF FIVE YEARS



SUBMITTED BY: City of Auburn									
	By								
	Date								
		NO.		REVISION		SPONSOR		DATE	
FAA Approval Stamp	AUBURN MUNICIPAL AIRPORT AUBURN, CALIFORNIA								
	AIRPORT LAYOUT PLAN								
	 SHUTT MOEN ASSOCIATES AIRPORT CONSULTANTS & ENGINEERS 707 Aviation Blvd., Santa Rosa, California 95403								
The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proponent									
DESIGN:	KAB	DRAWN:	TE	DATE:	JUNE 2000	SHEET	1	OF	



-  FAR Part 77 Surface Penetration
-  Height Review Overlay Zone

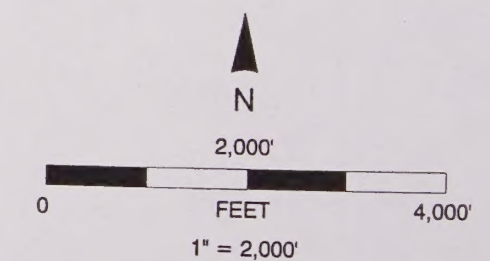


Exhibit 4C

Airspace Plan

Auburn Municipal Airport

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BASED AIRCRAFT

	Current ^a	Future ^c
<i>Aircraft Type</i>		
Single Engine	172	219
Multi Engine Piston	2	13
Turboprop	1	2
Turbojet	1	1
Helicopter	4	5
Total	180	240

TIME OF DAY DISTRIBUTION

	Current ^b	Future ^c
<i>All Aircraft</i>		
Day	90%	no change
Evening	8%	
Night	2%	

AIRCRAFT OPERATIONS

	Current	Future
<i>Total</i>		
Annual	50,000 ^b	80,000 ^c
Average Day	137	219
<i>Distribution by Aircraft Type ^d</i>		
Single-Engine	90%	85%
Twin-Engine Piston	6%	8%
Turboprop	2%	3%
Business Jet	<1%	1%
Helicopter	2%	3%
<i>Distribution by Type of Operation ^c</i>		
Local	51%	no change
(incl. touch-and-goes)		
Itinerant	49%	

RUNWAY USE DISTRIBUTION

	Current ^b	Future ^c
<i>All Aircraft</i>		
Takeoffs, Day		
Runway 7	10%	no change
Runway 25	90%	
Takeoffs, Night		
Runway 7	10%	no change
Runway 25	90%	
Landings, Day		
Runway 7	10%	no change
Runway 25	90%	
Landings, Night		
Runway 7	50%	no change
Runway 25	50%	

Notes:

^a Source: Airport management

^b Source: Caltrans aircraft activity counter data together with airport manager's estimates

^c Source: Auburn Municipal Airport Master Plan (1996); forecasts are for 2015

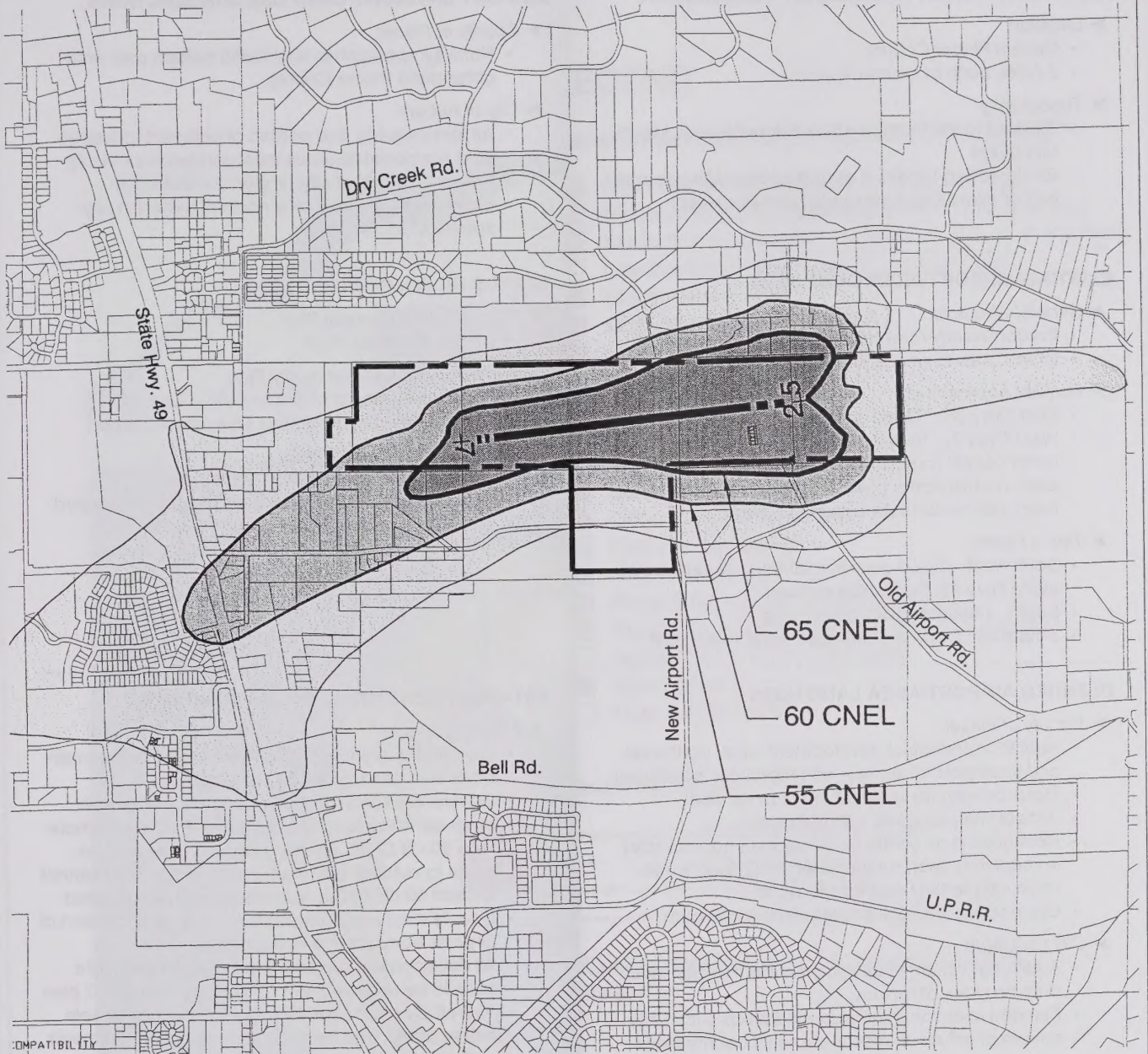
^d Source: Auburn Municipal Airport Master Plan (1996) together with airport manager's estimates

Source: Data Compiled by Shutt Moen Associates (June 1999)

Exhibit 4D

Airport Activity Data

Auburn Municipal Airport



Note: contours are for projected 2015 activity level with runway extension. See Exhibit 4D for noise calculation input assumptions.

Source: Auburn Municipal Final Airport Master Plan (December 1997)

Exhibit 4E

Noise Impacts

Auburn Municipal Airport

AIRPORT LOCATION AND NEARBY TOPOGRAPHY

- *Location*
 - Central Placer County
 - 3 miles north of central Auburn
- *Topography*
 - Situated in the foothills of the Sierra Nevada Mountain range
 - Gently rolling terrain in airport vicinity with generally higher elevations toward east and northeast

EXISTING AIRPORT AREA LAND USES

- *General Character*
 - Predominantly rural residential to north and east
 - Urban uses to west and south
- *Runway Approaches*
 - East (Rwy 25): Open space; rural residential
 - West (Rwy 7): Industrial near runway end; convalescent hospital (on centerline, 0.4 miles from runway end); mobile home park (0.7 miles); ball fields (1.0 mile); residential subdivision (1.3 mile)
- *Traffic Pattern*
 - Southwest: mixed commercial and light industrial along Hwy 49; residential beyond
 - South: park/reservoir; golf course
 - Southeast, North & Northeast: rural residential

PLANNED AIRPORT AREA LAND USES

- *County of Placer*
 - Additional industrial development west, northwest, and southeast of runway; commercial to southwest
 - More low-density residential 1-2 miles west
 - School site proposed 1.2 miles west
 - Continued rural estate (4.6-acre minimum lot size) immediately east; rural residential (2.3-acre minimum lots) farther east and to north
 - Open space and golf course remain on south
- *City of Auburn*
 - Additional industrial development within city limits on both sides of runway
 - Planned uses for unincorporated areas within city sphere of influence mostly same as county plans

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *County of Placer*
 - Runway approaches and traffic pattern over unincorporated Placer County
- *City of Auburn*
 - Airport property and portion of adjacent industrial land are noncontiguous incorporated area of city
 - Nearest portion of city proper, 2 miles south
 - Entire area up to 0.5 mile north of airport in city sphere of influence

STATUS OF COMMUNITY PLANS

- *Placer County General Plan*
 - Adopted August 1994
- *Auburn/Bowman Community Plan*
 - Adopted by Board of Supervisors, June 1994
 - Addresses unincorporated area around airport
- *City of Auburn General Plan*
 - Adopted November 1993
 - Includes land use designations for unincorporated areas in city sphere surrounding airport

ESTABLISHED COMPATIBILITY MEASURES

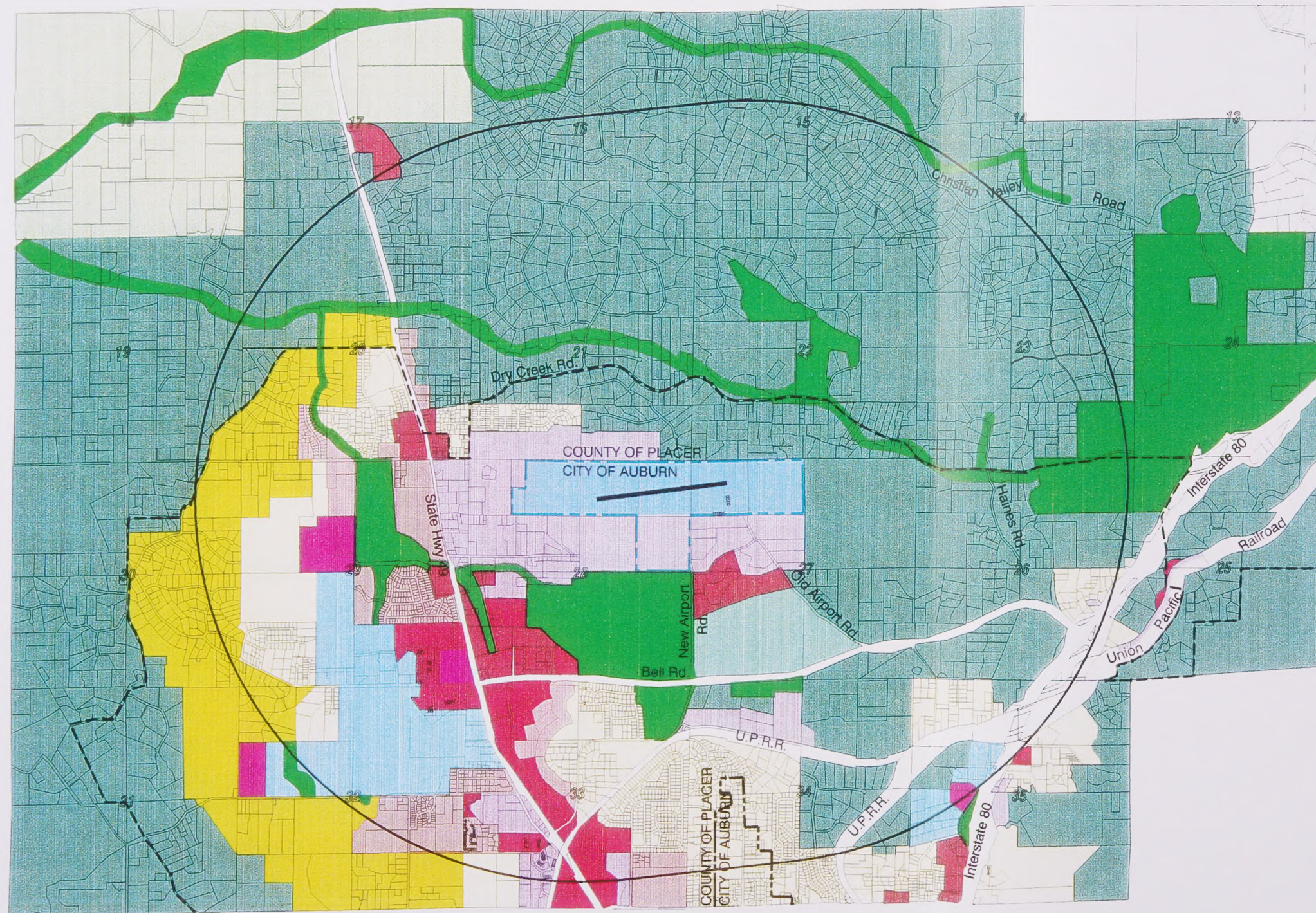
- *County of Placer*
 - *General Plan* requires 2,000-foot buffer between airports and new residential development
 - *General Plan* prohibits new residential and other noise-sensitive land uses in areas exposed to more than 60 dB CNEL unless mitigated to reduce impacts to outdoor activities; indoor noise level cannot exceed 45 dB CNEL; acoustical analysis required
 - County shall work with ALUC to ensure protection of airports from urban encroachment
 - All development projects within airport overflight zone to be reviewed for consistency with ALUC plan
 - Aircraft Overflight combining zone ordinance sets noise, safety, and height compatibility requirements and requires discretionary land use permit applications to be submitted to ALUC for review
 - 1987 *Auburn Airport Comprehensive Land Use Plan* adopted by reference as part of *Auburn/Bowman Community Plan*
- *City of Auburn*
 - City adopted original 1987 *Airport Comprehensive Land Use Plan* prepared for ALUC
 - City to continue participation in ALUC
 - General plan contains same policy on new noise-sensitive development as in county plan
 - Airport-related height limit zoning adopted

Source: Data Compiled by Shutt Moen Associates (June 1999)

Exhibit 4F

Airport Environs Information

Auburn Municipal Airport



LEGEND

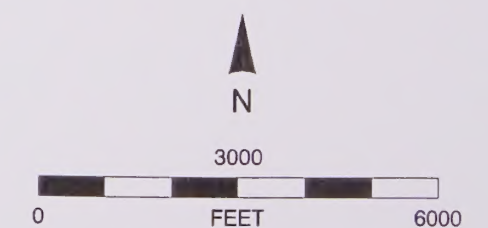
General Plan Land Use Designations (Simplified)*

- High Density Residential (> 15.0 d.u./ac.)
- Medium Density Residential (10.0-15.0 d.u./ac.)
- Medium-Low Density Residential (5.1-10.0 d.u./ac.)
- Low Density Residential (1.1-5.0 d.u./ac.)
- Mobile Home Park
- High-Intensity Commercial
- Low-Intensity Commercial
- Heavy Industrial
- Light Industrial
- Mixed Use
- Airport
- School
- Other Public/Institutional
- Parks & Recreation
- Urban Reserve
- Rural Estate (2.0-10.0 ac. parcels)
- Rural/Large Lot Residential (0.5-1.0 d.u./ac.)
- Agriculture (10.0 ac. parcels)
- Open Space
- Highway/Railroad

Boundary Lines

- Airport Influence Area
- Airport Property
- Auburn City Limits
- Auburn Sphere of Influence

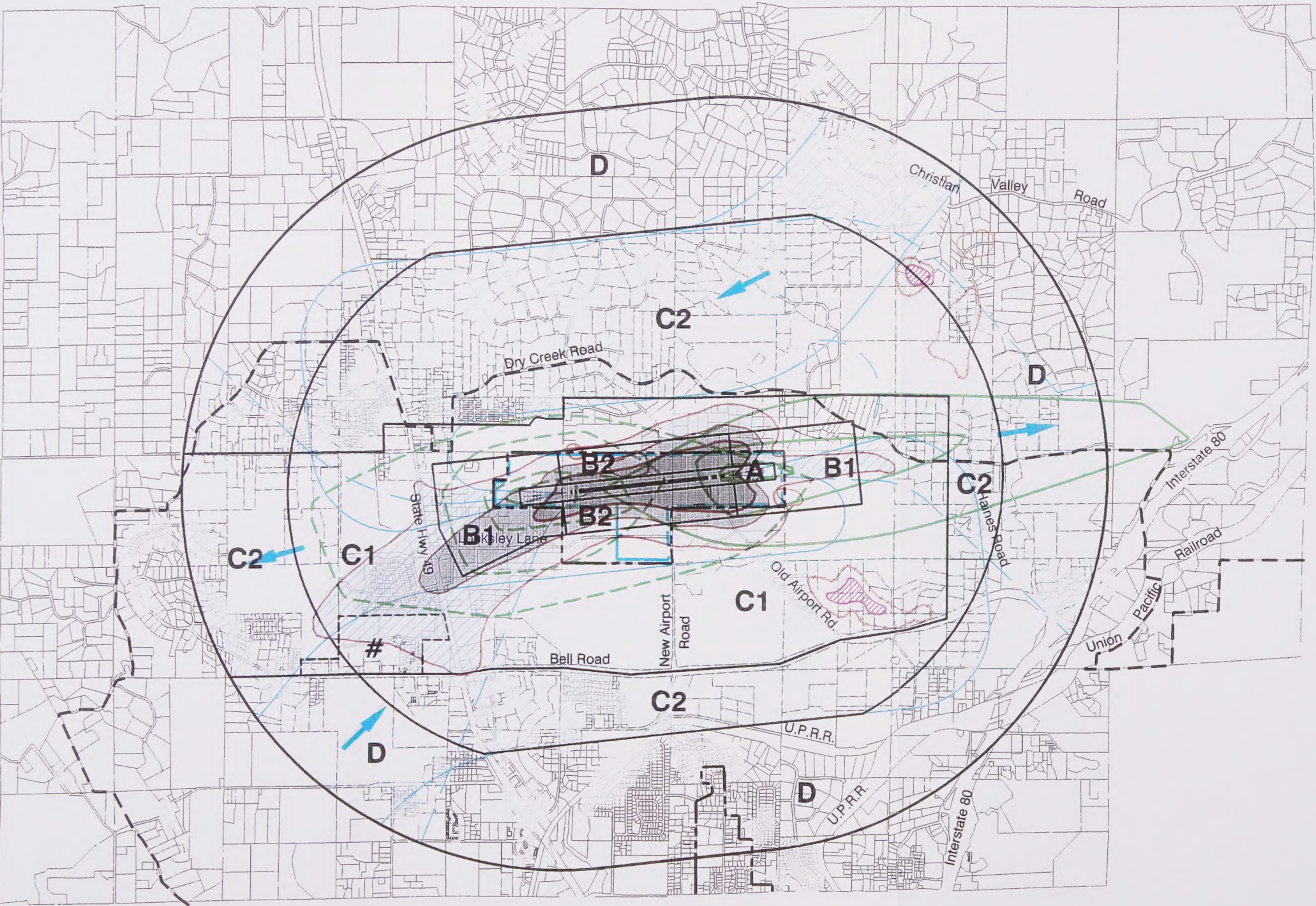
*County designations shown except within city limits



Source: Summarized from Auburn/Bowman Community Plan and City of Auburn General Plan Maps by Shutt Moen Assoc. (September 1999)

Exhibit 4G

Planned Airport Vicinity Land Uses
Auburn Municipal Airport



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B1
- Zone C1
- Zone C2
- Zone D

○ Height Review Overlay Zone

See Auburn Municipal Airport Policy 2.2.1 (Chapter 3)

Noise and Overflight Compatibility Factors

- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL

➡ General Traffic Pattern Envelope/Flight Direction (approximately 80% of aircraft overflights estimated to occur within these limits)

Safety and Airspace Compatibility Factors

- Aircraft Departure Accident Risk Intensity Contours * (Shown for Takeoffs to the West)
- Aircraft Approach Accident Risk Intensity Contours * (Shown for Landings from the East)
- FAR Part 77 Conical Surface Limits
- FAR Part 77 Surface Penetrations

Boundary Lines

- Airport Property Line
- Auburn City Limits
- Auburn Sphere of Influence

* Aircraft accident risk intensity contours are derived from accident location data in Caltrans Aeronautics Program database. The contours represent relative intensities (highest concentrations) of near-airport accidents in 20% increments.



Source: Shutt Moen Associates (October 25, 2000)

Exhibit 4H

Compatibility Factors Map
Auburn Municipal Airport

Background Data: Blue Canyon Airport

5



Background Data: Blue Canyon Airport

INTRODUCTION

Situated along the western slopes of the Sierra Nevada Range half way between Auburn and Truckee, Blue Canyon Airport serves as an important emergency landing field amid mountainous terrain. The airport is open to public use, although traffic is minimal. Aviation facilities are limited, consisting only of the 3,300-foot-long runway and a small aircraft parking apron. No services are available. Snow accumulation closes the field during winter months.

An airport has existed on the site since the 1930s or '40s. The facility was operated by the state of California prior to 1971 when it was transferred to Placer County. The county continues to operate the airport, although just a 7-acre parcel encompassing the south end of the runway is county owned. The remainder of the airport is U.S. Forest Service land for which a special use permit has been issued to the county.

Several nonaviation facilities — including a former U.S. Weather Bureau station, some privately owned observatory buildings, and several communications antennas — occupy areas along the eastern edge of the runway. Otherwise, except for Interstate 80 which passes within 300 feet of the runway's north end, the only land uses in the immediate vicinity of the airport are forests. The height of trees near the sides and ends of the runway has been the sole land use compatibility issue. No other compatibility issues are anticipated in the future.

GENERAL INFORMATION

- **Airport Ownership**
 - Northern portion of airport, including apron, owned by U.S. Forest Service, operated by county of Placer under Special Use Permit
 - Southern end of runway owned by county of Placer
- **Property Size**
 - Placer County property: 7± acres
 - Special Use Permit: 149 acres (including lands with nonaviation uses)
 - Avigation easements: None
- **Airport Classification** — General aviation
- **Airport Elevation** — 5,284 feet MSL
- **Access**
 - Via Interstate 80, Blue Canyon exit

RUNWAY/TAXIWAY DESIGN

Runway 15-33

- **Critical Aircraft** — Single-engine, propeller
- **Classification** — Airport Reference Code B-I (small airplanes)
- **Dimensions** — 3,300 feet long, 50 feet wide
- **Pavement Strength** — Estimated 12,000 lbs. for aircraft with single-wheel main landing gear
- **Average Gradient** — Unknown
- **Lighting** — Medium-intensity edge lighting (pilot activated)
- **Primary Taxiways** — Turnaround area at each end of runway; no taxiways except for apron access

AIRPORT PLANNING

- **Airport Layout Plan**
 - Dated May 1999
- **Placer County General Plan**
 - Policy supports continued use of airport as an emergency airstrip

BUILDING AREA

- **Location**
 - Center of runway's east side
- **Aircraft Parking Capacity**
 - No hangars
 - 13 tiedowns on paved apron
- **Services**
 - None
- **Other Major Facilities**
 - Former National Weather Service building (vacant)
 - Communications antennas (Special Use Permit land)
 - Private observatory facilities (Special Use Permit land)

APPROACH PROTECTION

- **Runway Protection Zones**
 - Runway 15: 1,000 feet long; inner 100 feet on airport property
 - Runway 33: 1,000 feet long; none on airport property
- **Approach Obstacles**
 - Runway 15: brush and scattered trees within 30 to 250 feet from runway end (to be removed)
 - Runway 33: None

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- **Airplane Traffic Pattern**
 - Runway 15-33: Left traffic
 - Pattern Altitude: 1,000 feet AGL
- **Instrument Approaches**
 - None
- **Visual Navigational Aids**
 - Airport: Rotating beacon
 - Runway 15: None
 - Runway 33: None
- **Operational Restrictions**
 - Closed in winter (November through April)
- **Helicopter Traffic Pattern**
 - None defined

PROPOSED FACILITY IMPROVEMENTS

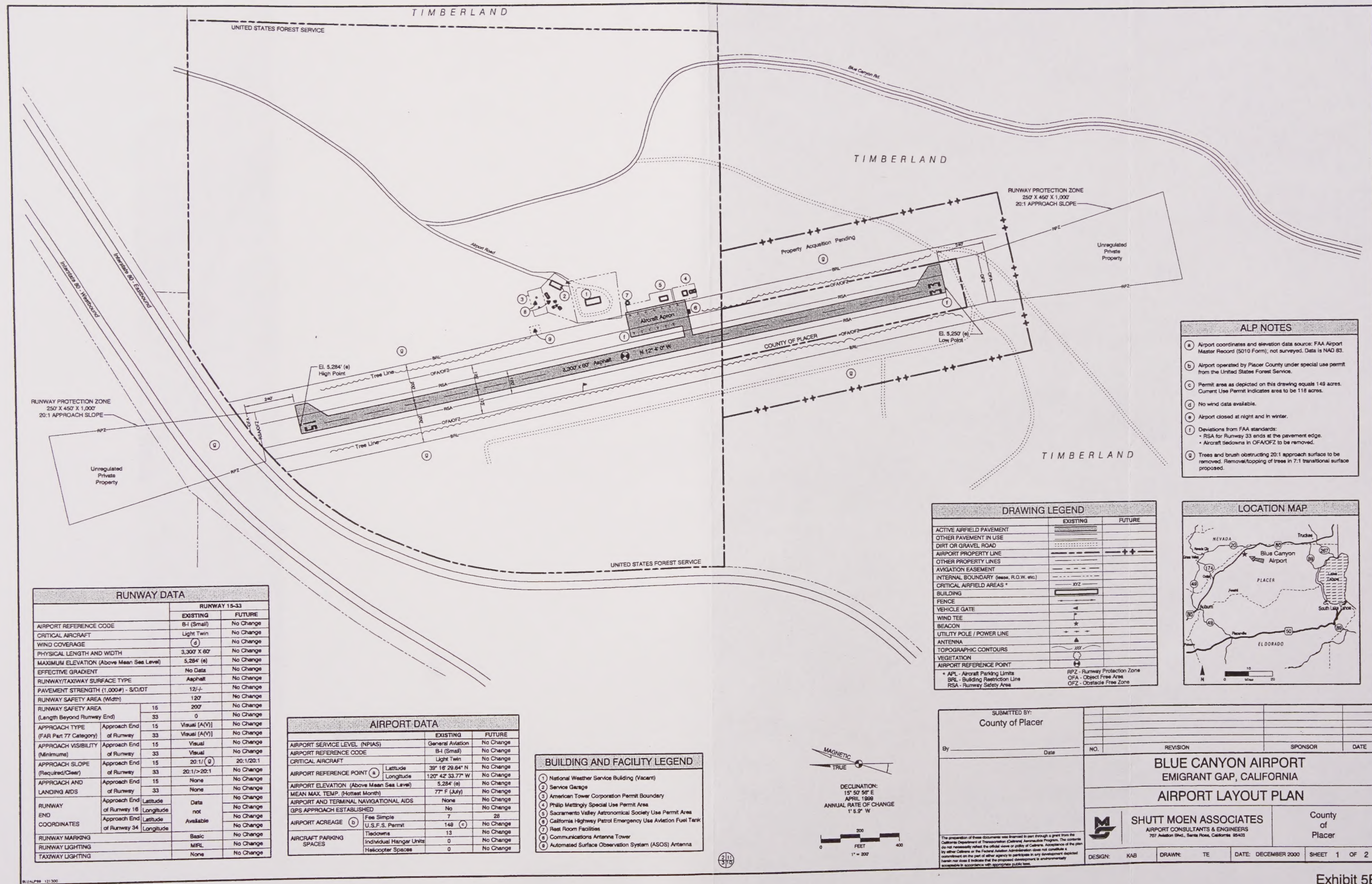
- **Airfield and Building Area**
 - None
- **Approach Protection**
 - Acquire property surrounding south end of runway (pending).
 - Remove approach and transitional surface obstructions (in progress).

Source: Data Compiled by Shutt Moen Associates (October 2000)

Exhibit 5A

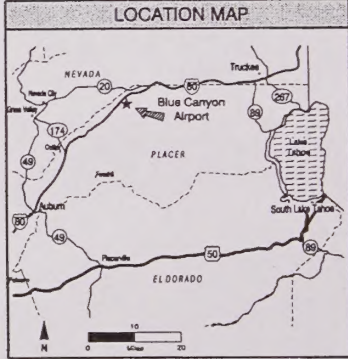
Airport Features Information

Blue Canyon Airport



ALP NOTES	
(a)	Airport coordinates and elevation data source: FAA Airport Master Record (5010 Form); not surveyed. Data is NAD 83.
(b)	Airport operated by Placer County under special use permit from the United States Forest Service.
(c)	Permit area as depicted on this drawing equals 149 acres. Current Use Permit indicates area to be 116 acres.
(d)	No wind data available.
(e)	Airport closed at night and in winter.
(f)	Deviations from FAA standards: • RSA for Runway 33 ends at the pavement edge. • Aircraft tie-downs in OFA/OFZ to be removed.
(g)	Trees and brush obstructing 20:1 approach surfaces to be removed. Removal/topping of trees in 7:1 transitional surface proposed.

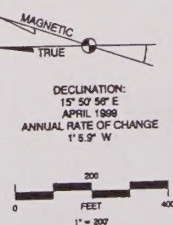
DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
OTHER PAVEMENT IN USE		
DIRT OR GRAVEL ROAD		
AIRPORT PROPERTY LINE		
OTHER PROPERTY LINES		
AVIGATION EASEMENT		
INTERNAL BOUNDARY (seas, R.O.W. etc.)		
CRITICAL AIRFIELD AREAS *		
BUILDING		
FENCE		
VEHICLE GATE		
WIND TEE		
BEACON		
UTILITY POLE / POWER LINE		
ANTENNA		
TOPOGRAPHIC CONTOURS		
VEGETATION		
AIRPORT REFERENCE POINT		
* APL - Aircraft Parking Limits BRL - Building Restriction Line RSA - Runway Safety Area		RPZ - Runway Protection Zone OFA - Object Free Area OFZ - Obstacle Free Zone



RUNWAY DATA			
		EXISTING	FUTURE
RUNWAY 15-33			
AIRPORT REFERENCE CODE		B-1 (Small)	No Change
CRITICAL AIRCRAFT		Light Twin	No Change
WIND COVERAGE		(g)	No Change
PHYSICAL LENGTH AND WIDTH		3,300' X 60'	No Change
MAXIMUM ELEVATION (Above Mean Sea Level)		5,284' (e)	No Change
EFFECTIVE GRADIENT		No Data	No Change
RUNWAY/TAXIWAY SURFACE TYPE		Asphalt	No Change
PAVEMENT STRENGTH (1,000#) - S/D/DT		12/-	No Change
RUNWAY SAFETY AREA (Width)		120'	No Change
RUNWAY SAFETY AREA (Length Beyond Runway End)		15	No Change
APPROACH TYPE (FAR Part 77 Category)		Visual (A/V)	No Change
APPROACH VISIBILITY (Minimum)		Visual	No Change
APPROACH SLOPE (Required/Clear)		20:1 (g)	20:1/20:1
APPROACH AND LANDING AIDS		None	No Change
RUNWAY END COORDINATES		Latitude	No Change
		Longitude	No Change
RUNWAY MARKING		Basic	No Change
RUNWAY LIGHTING		MIFL	No Change
TAXIWAY LIGHTING		None	No Change

AIRPORT DATA			
		EXISTING	FUTURE
AIRPORT SERVICE LEVEL (NPIAS)		General Aviation	No Change
AIRPORT REFERENCE CODE		B-1 (Small)	No Change
CRITICAL AIRCRAFT		Light Twin	No Change
AIRPORT REFERENCE POINT (a)		Latitude	No Change
		Longitude	No Change
AIRPORT ELEVATION (Above Mean Sea Level)		5,284' (e)	No Change
MEAN MAX. TEMP. (Hottest Month)		77° F (July)	No Change
AIRPORT AND TERMINAL NAVIGATIONAL AIDS		None	No Change
GPS APPROACH ESTABLISHED		No	No Change
AIRPORT ACREAGE (b)		Fee Simple	No Change
		U.S.F.S. Permit	No Change
AIRCRAFT PARKING SPACES		148 (c)	No Change
		Tiedowns	No Change
		Individual Hanger Units	No Change
		Helicopter Spaces	No Change

BUILDING AND FACILITY LEGEND	
(1)	National Weather Service Building (Vacant)
(2)	Service Garage
(3)	American Tower Corporation Permit Boundary
(4)	Philip Mettingly Special Use Permit Area
(5)	Sacramento Valley Astronomical Society Use Permit Area
(6)	California Highway Patrol Emergency Use Aviation Fuel Tank
(7)	Rest Room Facilities
(8)	Communications Antenna Tower
(9)	Automated Surface Observation System (ASOS) Antenna



SUBMITTED BY: County of Placer		NO.		REVISION		SPONSOR		DATE	
By _____		Date _____							
BLUE CANYON AIRPORT EMIGRANT GAP, CALIFORNIA AIRPORT LAYOUT PLAN									
SHUTT MOEN ASSOCIATES AIRPORT CONSULTANTS & ENGINEERS 707 Aviation Blvd., Santa Rosa, California 95403				County of Placer					
DESIGN:	KAB	DRAWN:	TE	DATE:	DECEMBER 2000	SHEET	1	OF	2

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BASED AIRCRAFT

	Current ^a	Future ^b
<i>Aircraft Type</i>		
Single Engine	0	no
Multi Engine Piston	0	change
Turboprop	0	
Turbojet	0	
Helicopters	0	
Total	0	

TIME OF DAY DISTRIBUTION

	Current ^c	Future ^b
<i>All Aircraft</i>		
Day	95%	no
Evening	5%	change
Night ^c	0%	

AIRCRAFT OPERATIONS

	Current ^a	Future ^b
<i>Total</i>		
Annual	1,000	2,000
Average Day	3	5
<i>Distribution by Aircraft Type</i>		
Single-Engine	98%	no
Twin-Engine Piston	1%	change
Turboprop	0%	
Business Jet	0%	
Helicopter	1%	

RUNWAY USE DISTRIBUTION

	Current ^a	Future ^b
<i>All Aircraft</i>		
Takeoffs		
Runway 15	80%	no
Runway 33	20%	change
Landings		
Runway 15	80%	no
Runway 33	20%	change

Distribution by Type of Operation

Local	<1%	no
(incl. touch-and-goes)		change
Itinerant	100%	

Notes:

^a Source: *California Aviation System Plan Inventory Element* (1998) and airport management

^b Source: Shutt Moen Associates estimates for compatibility planning purposes; no specific forecast year is assumed

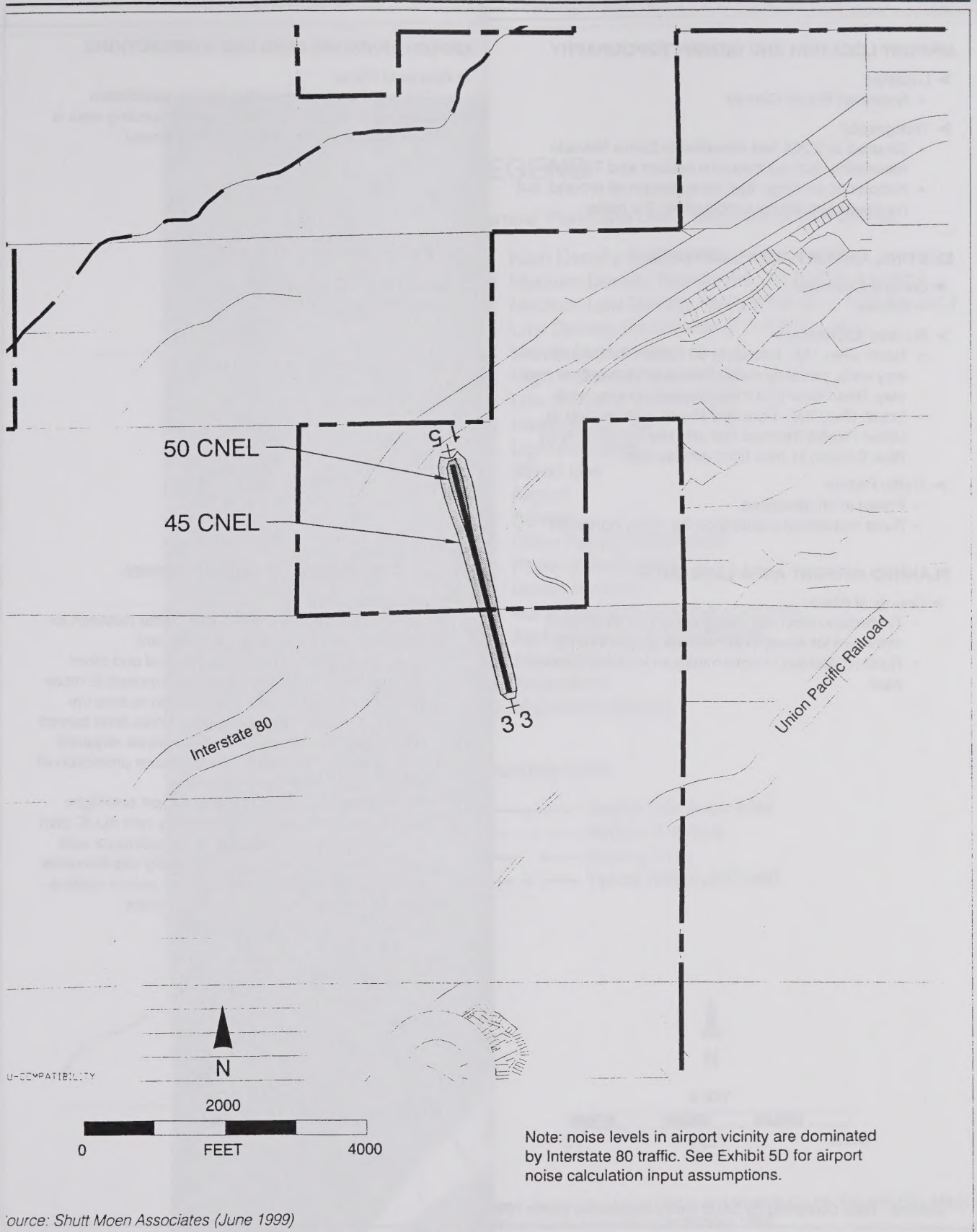
^c As of June 1999, night operations are prohibited because of unlit close-in obstructions

Source: Data Compiled by Shutt Moen Associates (June 1999)

Exhibit 5D

Airport Activity Data

Blue Canyon Airport



Source: Shutt Moen Associates (June 1999)

Exhibit 5E

Noise Impacts Blue Canyon Airport

AIRPORT LOCATION AND NEARBY TOPOGRAPHY

- *Location*
 - Northeast Placer County
- *Topography*
 - Situated at 5,284 feet elevation in Sierra Nevada mountains midway between Auburn and Truckee
 - Airport sits on ridge line; steep terrain all around, but no elevations above airport within 2± miles

EXISTING AIRPORT AREA LAND USES

- *General Character*
 - Forest
- *Runway Approaches*
 - North (Rwy 15): Interstate 80 (within 300 feet of runway end); privately owned forest lands north of freeway; Bear River (0.3 miles beyond runway end)
 - South (Rwy 33): Forested slopes descending to Union Pacific Railroad line and tiny community of Blue Canyon (1 mile from runway end)
- *Traffic Pattern*
 - Forest in all directions
 - Rural residential subdivision 2± miles northeast

PLANNED AIRPORT AREA LAND USES

- *County of Placer*
 - Timberland land use designation (10- to 80-acre minimum lot sizes) in immediate airport vicinity
 - Rural residential (1-acre minimum lot size) to northeast

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *County of Placer*
 - Entire area unincorporated county jurisdiction
 - Majority of airport and much of surrounding area is federal land within Tahoe National Forest

STATUS OF COMMUNITY PLANS

- *Placer County General Plan*
 - Adopted August 1994

ESTABLISHED COMPATIBILITY MEASURES

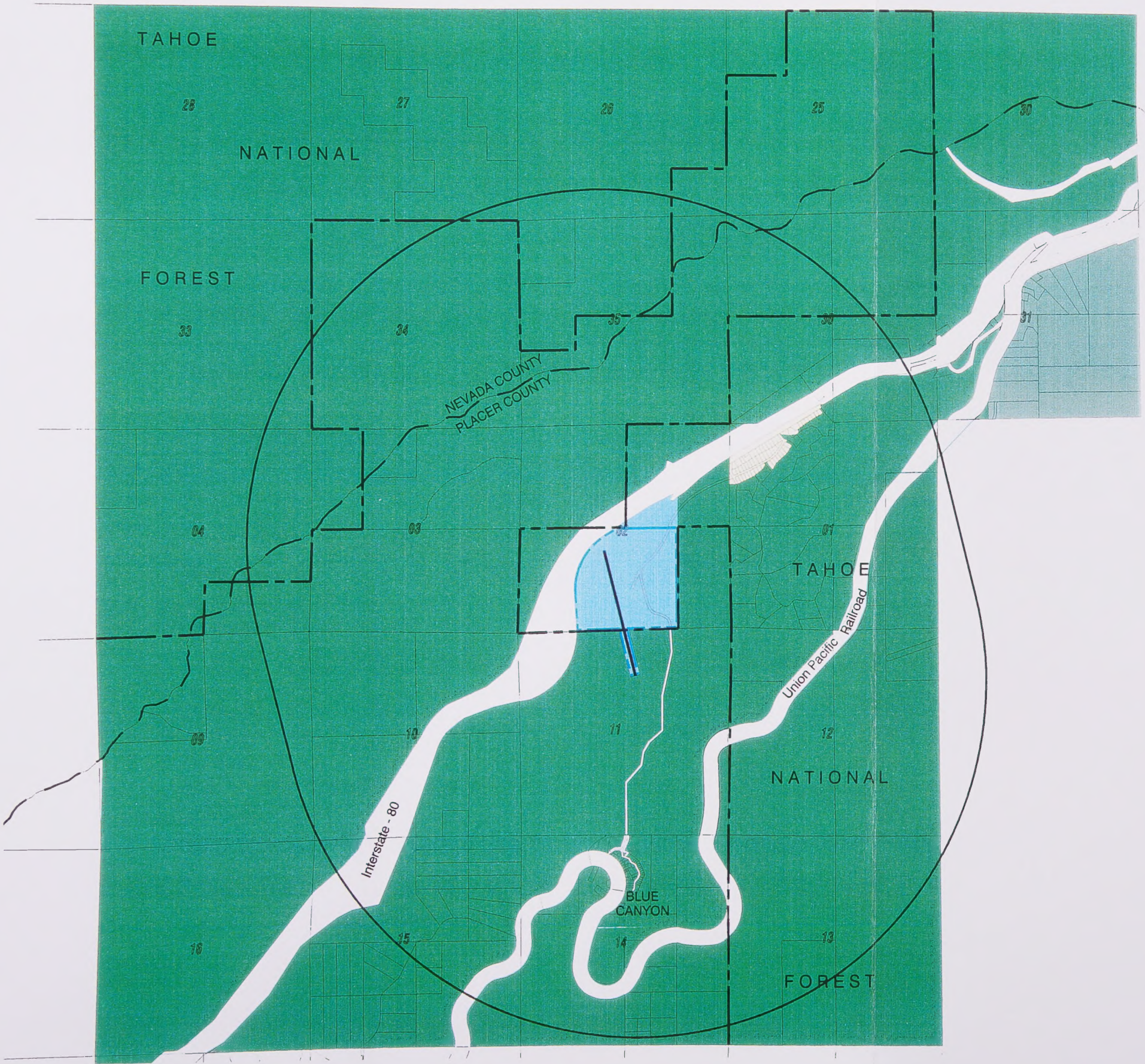
- *County of Placer*
 - *General Plan* requires 2,000-foot buffer between airports and new residential development
 - *General Plan* prohibits new residential and other noise-sensitive land uses in areas exposed to more than 60 dB CNEL unless mitigated to reduce impacts to outdoor activities; indoor noise level cannot exceed 45 dB CNEL; acoustical analysis required
 - County shall work with ALUC to ensure protection of airports from urban encroachment
 - All development projects within airport overflight zone to be reviewed for consistency with ALUC plan
 - Aircraft Overflight combining zone ordinance sets noise, safety, and height compatibility requirements and requires discretionary land use permit applications to be submitted to ALUC for review

Source: Data Compiled by Shutt Moen Associates (June 1999)

Exhibit 5F

Airport Environs Information

Blue Canyon Airport



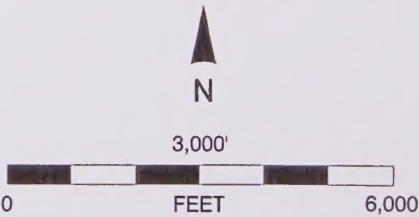
LEGEND

General Plan Land Use Designations (Simplified)

- High Density Residential (>15.0 d.u./ac.)
- Medium Density Residential (10.0-15.0 d.u./ac.)
- Medium-Low Density Residential (5.1-10.0 d.u./ac.)
- Low Density Residential (1.1-5.0 d.u./ac.)
- Mobile Home Park
- High-Intensity Commercial
- Low-Intensity Commercial
- Heavy Industrial
- Light Industrial
- Mixed Use
- Airport
- School
- Other Public/Institutional
- Parks & Recreation
- Urban Reserve
- Rural Estate (2.0-10.0 ac. parcels)
- Agriculture (10.0 ac. parcels)
- Open Space
- Timberland
- Highway/Railroad

Boundary Lines

- Airport Influence Area
- Airport Property
- County Line
- Tahoe National Forest



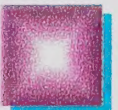
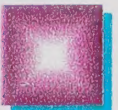
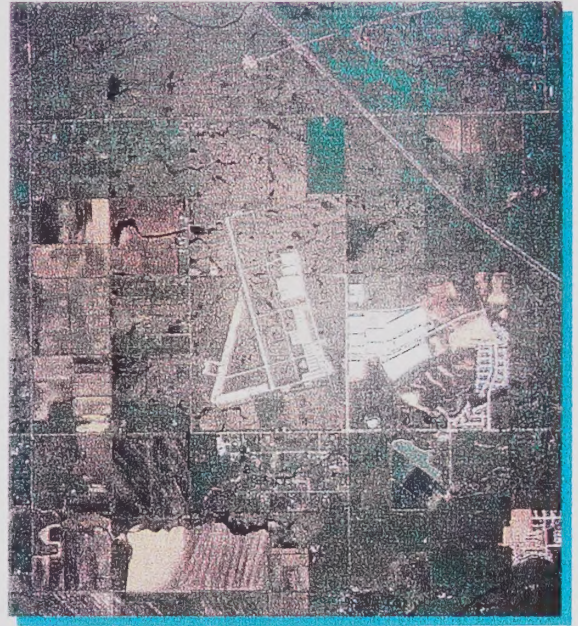
Source: Summarized from Placer and Nevada County General Plan Maps by Shutt Moen Associates (September 1999)

Exhibit 5G

Planned Airport Vicinity Land Uses Blue Canyon Airport

Background Data: Lincoln Regional Airport

6



6

Background Data: Lincoln Regional Airport

INTRODUCTION

Lincoln Regional Airport / Karl Harder Field is a former military training airfield built during World War II on a mile-square section of open rangeland some 3½ miles west of central Lincoln. After the war, title to the property was turned over to the city of Lincoln. For a period of time, the airport was operated by the Lincoln Airport Authority under a joint powers agreement between the city and Placer County. Today, Lincoln Regional Airport is under the sole control of the city. It is home to some 211 aircraft and serves a major air transportation role not only for the immediate Lincoln area, but also for the northeastern Sacramento metropolitan region.

As originally constructed, the facility consisted of four runways — three in a triangular arrangement and a fourth running through the center — each some 4,000 feet long by 300 feet wide. By the early 1970s, all but the center runway were closed. In the early 1980s, additional property was acquired and the one runway was extended northward to its present length of 6,000 feet. Current plans call for eventual construction of a shorter, parallel runway east of the existing runway.

Nearby land uses continue to be highly compatible with airport activities. Except for the airport itself and the area to the east, lands in the airport environs are unincorporated and under the jurisdiction of Placer County. Most of this area is devoted to dryland farming and livestock grazing with residences widely scattered. The only concentration of residential development within county jurisdiction is immediately south of the runway where several dozen homes are situated in a long-established subdivision comprised of five-acre lots.

Most of the new development occurring around Lincoln is taking place on the city's southern edge. Several major new projects are adding over 10 square miles to the city's size. Urbanization also is moving westward toward the airport. Already partially built, the Lincoln AirCenter development occupies the adjoining square mile to the east. This project consists of an industrial park on the western half of the property and residential uses in the eastern portion about a mile from the airport runway. The land use compatibility planning challenge for the future will be to assure that inappropriate development does not occur within the runway approaches and other critical areas around the airport.

GENERAL INFORMATION

- *Airport Ownership* — City of Lincoln
- *Property Size*
 - Fee title: 808± acres
 - Avigation easements: None
- *Airport Classification* — General aviation reliever
- *Airport Elevation* — 118 feet MSL
- *Access*
 - Via Flightline Drive along east edge of airport
 - 3 miles west of central Lincoln via Nicolaus Road
 - State Route 65 1 mile northeast of airport

BUILDING AREA

- *Location*
 - East side of runway
- *Aircraft Parking Capacity*
 - 142 hangar spaces
 - 217 tiedown spaces on apron
- *Services*
 - Fuel available 24 hours per day by self-serve
 - Aircraft rental; flight instruction; pilots supplies
 - Major aircraft repairs; avionics sales and service
 - Aircraft interior refurbishing
 - Helicopter maintenance

RUNWAY/TAXIWAY DESIGN**Runway 15-33**

- *Critical Aircraft* — Medium business jet
- *Classification* — Airport Reference Code C-III
- *Dimensions* — 6,001 feet long, 100 feet wide
- *Pavement Strength* — 30,000 lbs. for aircraft with single-wheel main landing gear; 60,000 lbs. dual-wheel
- *Average Gradient* — 0.0%
- *Lighting*
 - Medium-intensity edge lighting (pilot controlled)
 - Approach light system on Runway 15
- *Primary Taxiways* — Full-length parallel east of runway

APPROACH PROTECTION

- *Runway Protection Zones*
 - Runway 15: 2,500 feet long; all on airport property
 - Runway 33: 1,700 feet long; outer 400 feet off airport property
- *Approach Obstacles*
 - Runway 15: 25-foot tree 1,000 feet from runway end
 - Runway 33: 40-foot tree 1,600 feet from runway end

AIRPORT PLANNING

- *Airport Layout Plan*
 - Dated January 1999

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- *Airplane Traffic Pattern*
 - Left traffic to both runway ends
 - Pattern altitude 1,000 feet AGL
- *Instrument Approaches*

Type	Visibility (miles)	Min. Descent Height (feet)
Runway 15 ILS:		
Precision	1/2	200
Circling	1	381
Runway 15 VOR:		
Nonprecision straight-in	1	361
Circling	1	379
Runway 15 GPS:		
Nonprecision straight-in	3/4	359
Circling	1	379
Runway 33 GPS:		
Nonprecision straight-in	1	599
Circling	1	599
- *Visual Navigational Aids*
 - Airport: Rotating beacon
 - Runway 15: MALSR, VASI
 - Runway 33: VASI
- *Operational Restrictions*
 - None
- *Helicopter Traffic Pattern*
 - None defined

PROPOSED FACILITY IMPROVEMENTS

- *Airfield*
 - Construct lighted, 3,350-foot parallel runway 700 feet east of existing primary runway
 - Construct full-length west-side parallel taxiway
- *Approach Protection*
 - Acquire avigation easement (9± acres) on remainder of Rwy 33 RPZ
- *Building Area*
 - Sites provided for new FBO facilities, additional hangars, and a large aircraft parking apron

Source: Data Compiled by Shutt Moen Associates (June 1999)

Exhibit 6A

Airport Features Information

Lincoln Regional Airport

RUNWAY DATA				
AIRPORT REFERENCE CODE (M)	RUNWAY 12(R)-33(L)		RUNWAY 15L-33R	
	EXISTING	FUTURE	EXISTING	FUTURE
CRITICAL AIRCRAFT	C-III (Large)	No Change	-	B-I (Small)
PHYSICAL LENGTH AND WIDTH	6,001' X 100'	No Change	-	3,350' X 60'
MAXIMUM ELEVATION (MSL)	118'	No Change	-	118'
EFFECTIVE GRADIENT	0.0%	No Change	-	0.0%
RUNWAY/TAXIWAY SURFACE TYPE	Asphalt	No Change	-	Asphalt
PAVEMENT STRENGTH (S/D/DI)	30/60/-	No Change	-	12.5/-/-
RUNWAY SAFETY AREA WIDTH	500'	No Change	-	120'
RUNWAY LIGHTING	Nonstandard (1)	No Change	-	Basic
TAXIWAY LIGHTING	MIRL (9)	No Change	-	MIRL

RUNWAY END DATA				
APPROACH END OF RUNWAY:		15(R)	33(L)	15L
APPROACH TYPE [FAR Part 77 Category]	Existing	Precision [PIR]	Visual [B(V)]	-
APPROACH VISIBILITY MINIMUMS:	Existing	No Change	NP [B(C)]	Visual [A(V)]
APPROACH SLOPE:	Existing	1/2 Mile	1 Mile	-
Required/Clear	Future	No Change	No Change	VFR
RUNWAY SAFETY AREA Length Beyond Run End	Existing	50:1 / 50+:1	34:1 / 34+:1	20:1 / 20+:1
Future	Existing	1,000'	1,000'	240'
Future	Existing	No Change	No Change	240'
APPROACH & LANDING AIDS	Existing	MALSR, VAS-(VZL)	VAS-(VZL)	-
Future	Existing	No Change	No Change	VCSI
Future	Existing	ILS, VOR	None	VCSI
Future	Existing	No Change	No Change	No Change
RUNWAY COORDINATES	Latitude	Existing 38° 55' 1.67" N	38° 54' 4.28" N	-
Future	Longitude	Existing 121° 21' 14.44" W	121° 20' 55.18" W	-
Future	Future	No Change	No Change	121° 20' 59.93" W

AIRPORT DATA		
AIRPORT SERVICE LEVEL (NPAS)	EXISTING	FUTURE
	Reliever	No Change
AIRPORT REFERENCE POINT	Latitude 38° 54' 32.98" N	38° 54' 31.81" N
Future	Longitude 121° 21' 4.81" W	121° 21' 1.14" W
AIRPORT ELEVATION (Above Mean Sea Level)	118'	No Change
MEAN MAX. TEMP. (Hottest Month)	95° F (July)	No Change
TERMINAL NAVIGATIONAL AIDS	Rotating Beacon	No Change
QPS APPROACH ESTABLISHED	Yes	No Change
AIRPORT ACREAGE	Fee Simple 808	No Change
Future	Easement 9.2	-
BASED AIRCRAFT SPACES	Tiedowns 217	237
Future	Sm. Hangar Units 134	146
TRANSIENT AIRCRAFT SPACES	Lg. Hangar Units 8	No Change
Future	-	11

- BUILDING AND FACILITY LEGEND

1 City Airport Administration Office & Pilot's Lounge

2 Fixed Base Operations & On-airport Businesses

3 Automobile Parking

4 Aircraft Tiedown Apron

5 Transient Aircraft Tiedown Spaces

6 Helicopter Landing & Parking Area

7 Aircraft Hangars

8 Aircraft Wash Rack

9 Aircraft Underground Fuel Storage & Fuel Pumps

10 Aircraft Compass Calibration Area

11 Aircraft Holding Bay / Run-up Pad (To Be Removed)

12 Airport Electrical Vault / Future 100kw power generator

13 MALSR (Medium-Intensity Airport Lighting System - with Runway Alignment Indicator Lights)

14 MALSR Electrical Vault & ILS Localizer Electrical Vault

15 AWOS (Automated Weather Observing System)

16 ILS Glide Slope Antenna

17 ILS Localizer Antenna

18 Residential Home

19 Agricultural Sheds

20 Off-airport Access

21 Off-airport Helicopter Operation

22 Picnic Table Pavilion

23 City Weather Observing System

24 City Water Well #4

25 Abandoned Structures (To Be Demolished)

26 Future Administration Building / General Aviation User Terminal & Restaurant

27 Future Fixed Base Operations Area

28 Future Automobile Parking (Phases I-V)

29 Future Small Aircraft Parking Apron for Golf Course

30 Future Large Aircraft Parking Apron

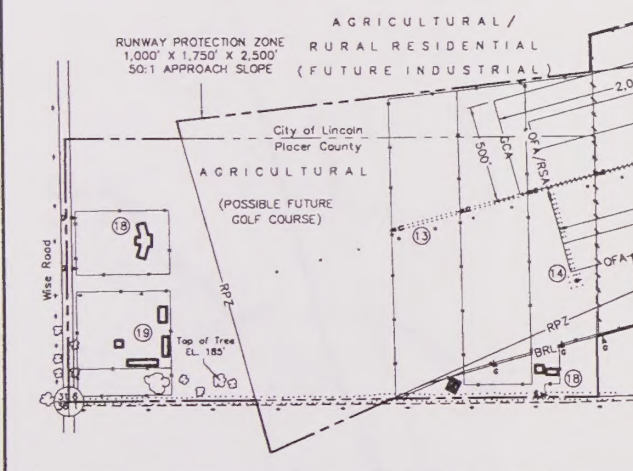
31 Future Apron Overlay / Reconstruction

32 Future Aircraft Holding Bay / Run-up Pad

33 Future Runway 15-33 Base Pass

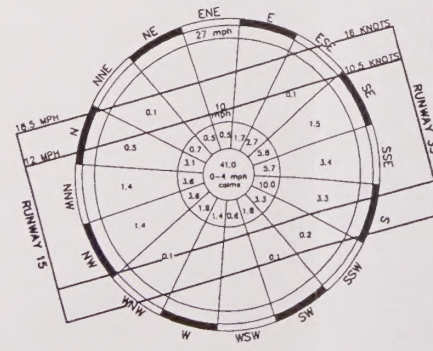
34 Future Air Traffic Control Tower

35 Future Airport Road/West Side Access Road



DRAWING LEGEND				
EXISTING		FUTURE		
ACTIVE AIRFIELD PAVEMENT	=====	-----	SEGMENTED CIRCLE & LIGHTED WIND CONE	(2)
ACTIVE AIRFIELD DIRT SURFACE	=====	-----	RUNWAY EDGE / THRESHOLD LIGHTS	* / ***
AIRFIELD PAVEMENT TO BE REMOVED	=====	-----	VAS (exist.) / VCSI (fut.)	*
OTHER PAVEMENT IN USE	=====	-----	ROTATING BEACON	*
DIRT OR GRAVEL ROAD	=====	-----	UTILITY POLE / POWER LINE	+
AIRPORT PROPERTY LINE	=====	-----	FLOOD LIGHT	+
AVIGATION EASEMENT	=====	-----	TOPOGRAPHIC CONTOURS	(6)
CRITICAL AIRFIELD AREAS * (h)	-----	-----	VEGETATION	XXX
BUILDING	=====	-----	WATERWAY / CHANNEL / CULVERT	=====
BUILDING TO BE REMOVED	=====	-----	WATERWAY / CULVERT TO BE RELOCATED	=====
FENCE / FENCE TO BE REMOVED	=====	-----	AIRPORT REFERENCE POINT	(1)
ACCESS GATE	=====	-----	SECTION CORNER	(1)

* APL - Aircraft Parking Limit
 BRL - Building Restriction Line
 GCA - Glideslope Critical Area
 HPZ - Helicopter Protection Zone
 LCA - Localizer Critical Area
 OFA - Object Free Area
 RPZ - Runway Protection Zone
 RSA - Runway Safety Area



WIND ROSE (1)
 SOURCE: U.S. WEATHER BUREAU STATION
 BEALE AIR FORCE BASE
 PERIOD: 1959-1986; ALL MONTHS, ALL HOURS
 WIND COVERAGE: 12 MPH (10.5 KNOTS) - 98.8%
 15 MPH (13 KNOTS) - 98.7%
 18 MPH (16 KNOTS) - 99.6%

SUBMITTED BY:

CITY OF LINCOLN

By

Date

FAA Approval Space

The preparation of these documents was financed in part through a grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development project herein nor does it indicate that the proposed development is environmentally acceptable in accordance with applicable public laws.

ADDED FUTURE LAND USE DESIGNATIONS

NO.

REVISION

SPONSOR

DATE

8/99

LINCOLN REGIONAL AIRPORT

LINCOLN, CALIFORNIA

AIRPORT LAYOUT PLAN

SHUTT MOEN ASSOCIATES

AIRPORT CONSULTANTS & ENGINEERS

707 Aviation Blvd., Santa Rosa, California 95403

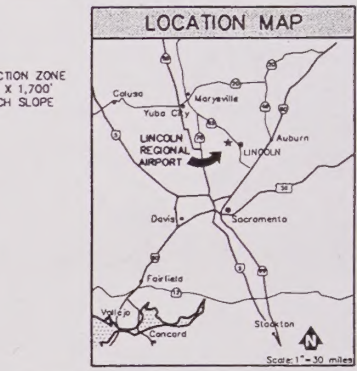
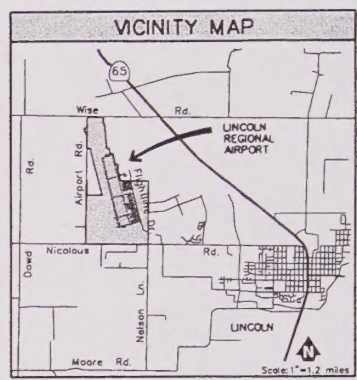
City of Lincoln

DESIGN: SMA

DRAWN: TE/MSF

DATE: January 1999

SHEET 1 OF 1



- ALP NOTES
- Coordinates data was obtained from NOS Lincoln Regional Airport Obstruction Chart (OC 5850), 1993. All data is NAD83. Future Runway 15L-33R and ARP coordinates were calculated from OC data.

Topographic contours were obtained from 1972 ALP, and were not field verified.

Runway 15-33 touchdown zone elevation is 118' MSL. (Highest Runway 15 elevation, 1st 3,000' for straight-in minimums is 118').

Future runway and elevations are estimated.

Single wheel runway strength obtained from 1993 EDR. Dual wheel runway strength determined through calculation.

Runway 15: precision markings.

Runway 33: nonprecision markings.

Runway lighting & visual aids - P301 Activated.

No OFZ object penetrations.

No threshold silt surface object penetrations.

Only "All Weather" wind information is available. VMC/VNC differentiation information is not available.

Future underground culvert.

Golf course aircraft apron location determined by owner.

Deviations from FAA standards:

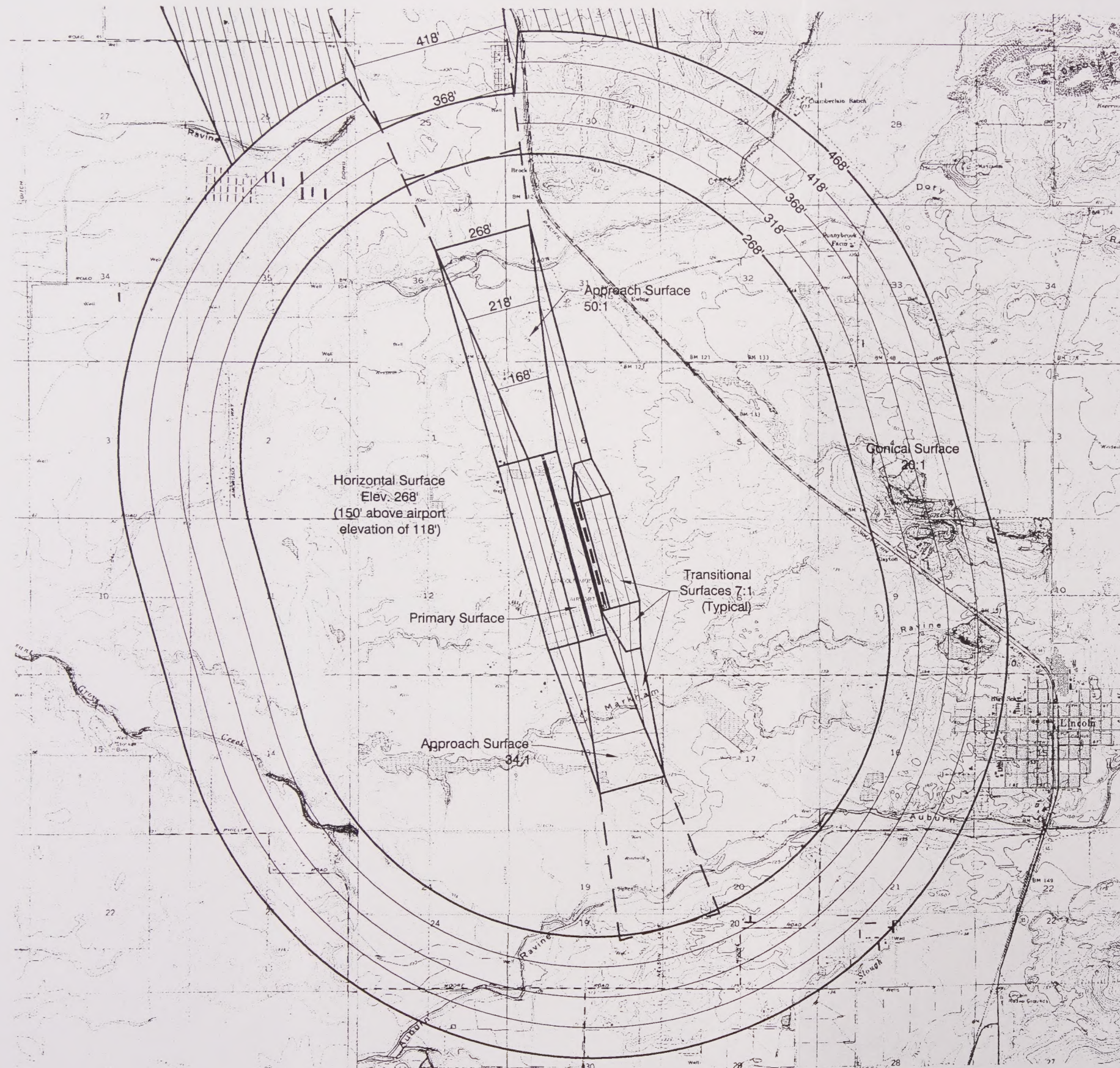
- Fence bisects Runway 15-33 RSA & OFA. (Fence to be removed.)

- Existing taxiway widths at 40' (typical); 50' recommended. (Taxiways to remain at existing widths.)

- Existing aircraft run-up pad is located within GCA. (Run-up pad to be relocated.)

- Drainage ditches and culverts are located within Runway 15-33 RSA. (Drainage culverts to be extended, ditches to be filled.)

Major taxiway turning radii increased to 100' in future.



Source: Shutt Moen Associates (June 1999)

Exhibit 6C

Airspace Plan Lincoln Regional Airport

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BASED AIRCRAFT

<i>Aircraft Type</i>	<i>Current ^a</i>	<i>Future ^b</i>
Single Engine	188	350
Multi Engine Piston	19	35
Turboprop	0	4
Turbojet	1	4
Helicopters	3	7
Total	211	400

TIME OF DAY DISTRIBUTION

<i>All Aircraft</i>	<i>Current ^c</i>	<i>Future ^d</i>
Day	88%	no change
Evening	8%	
Night	4%	

AIRCRAFT OPERATIONS

	<i>Current ^c</i>	<i>Future ^d</i>
<i>bd</i>		
<i>Total</i>		
Annual	75,000	120,000
Average Day	205	329
<i>Distribution by Aircraft Type</i>		
Single-Engine	92%	91%
Twin-Engine Piston	4%	4%
Turboprop	3%	4%
Business Jet	<1%	1%
Helicopter	<1%	<1%
<i>Distribution by Type of Operation</i>		
Local	50%	no change
(incl. touch-and-goes)		
Itinerant	50%	

RUNWAY USE DISTRIBUTION

	<i>Current ^c</i>	<i>Future ^d</i>
<i>Single-Engine Aircraft</i>		
<i>Takeoffs</i>		
Runway 15(R)	75%	no change
Runway 33(L)	25%	
Runway 15L	—	
Runway 33R	—	
<i>Landings</i>		
Runway 15(R)	75%	no change
Runway 33(L)	25%	
Runway 15L	—	
Runway 33R	—	
<i>All Other Aircraft</i>		
<i>Takeoffs</i>		
Runway 15(R)	75%	no change
Runway 33(L)	25%	
<i>Landings</i>		
Runway 15(R)	75%	no change
Runway 33(L)	25%	

Notes:

^a Source: Airport management data as of June 1999

^b Source: Estimated by Shutt Moen Associates from based aircraft capacity indicated on Airport Layout Plan

^c Source: *California Aviation System Plan Inventory Element* (1998) and airport personnel

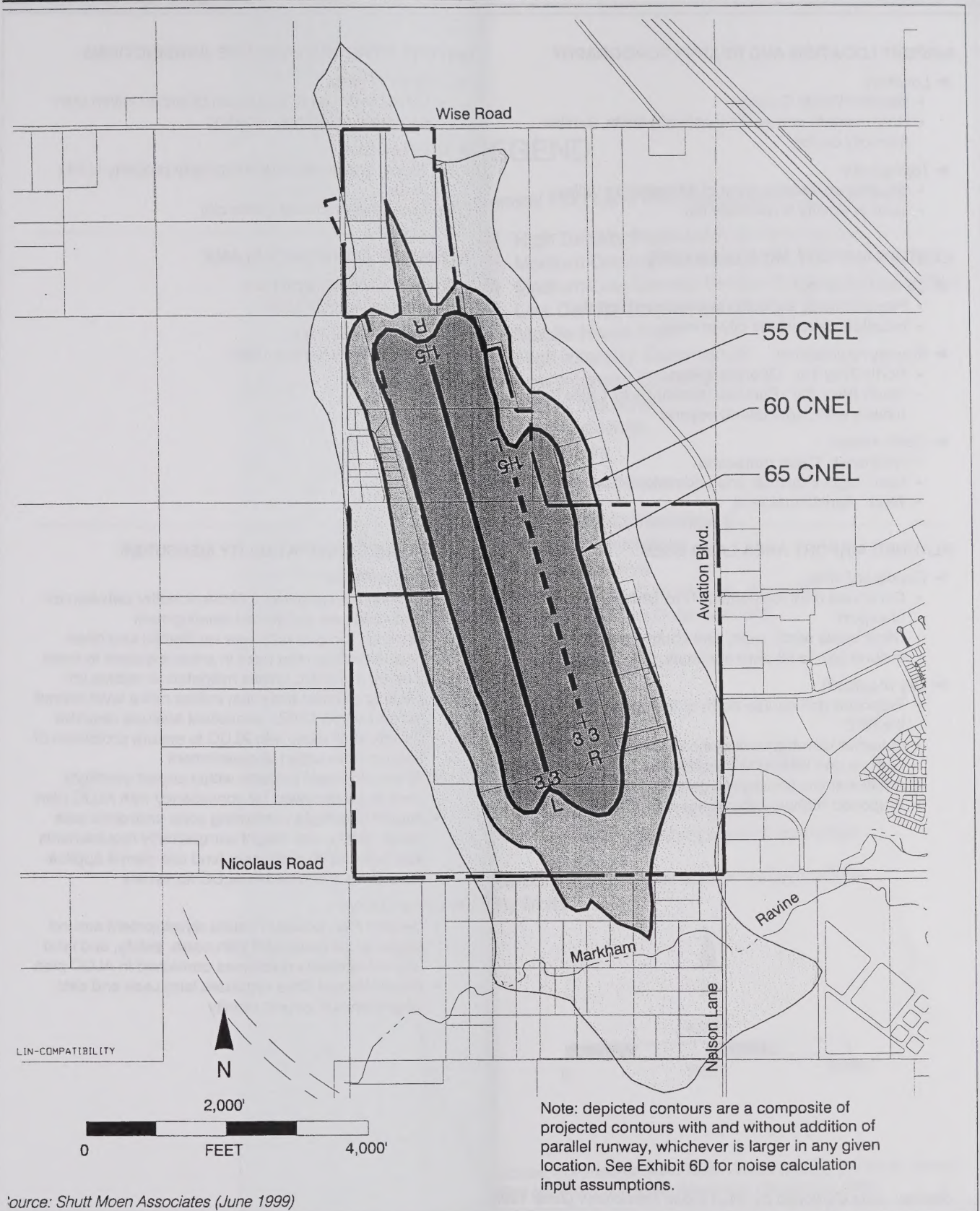
^d Source: Shutt Moen Associates estimates for compatibility planning purposes; no specific forecast year is assumed

Source: Data Compiled by Shutt Moen Associates (June 1999)

Exhibit 6D

Airport Activity Data

Lincoln Regional Airport



Source: Shutt Moen Associates (June 1999)

Exhibit 6E

Noise Impacts Lincoln Regional Airport

AIRPORT LOCATION AND NEARBY TOPOGRAPHY

- *Location*
 - Western Placer County
 - Northwestern corner of Lincoln city limits, 3 miles from city center
- *Topography*
 - Situated on eastern edge of Sacramento Valley
 - Land in vicinity is relatively flat

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *County of Placer*
 - Lands north, west, and south of airport within unincorporated county jurisdiction
- *City of Lincoln*
 - Airport and some adjacent private property in city limits
 - Most of area to east inside city

EXISTING AIRPORT AREA LAND USES

- *General Character*
 - Predominantly agricultural and open pasture
 - Industrial uses inside city to east
- *Runway Approaches*
 - North (Rwy 15): Open rangeland
 - South (Rwy 33): Rural residential (½ to 1 mile from runway end); agricultural beyond
- *Traffic Pattern*
 - Northeast: Open rangeland
 - East: Light industrial and undeveloped property
 - West: Agricultural land

STATUS OF COMMUNITY PLANS

- *Placer County General Plan*
 - Adopted August 1994
- *Lincoln General Plan*
 - Adopted September 1988

PLANNED AIRPORT AREA LAND USES

- *County of Placer*
 - Continued rural residential (1- to 10-acre lots) south of airport
 - Other areas north, west, and south to remain agricultural (20- to 80-acre minimum parcel sizes)
- *City of Lincoln*
 - Proposed golf course north of the primary runway in the RPZ
 - Industrial development planned to east and west, both on and off airport property
 - Additional low-density residential 1 mile east
 - Proposed Highway 65 bypass route 1 mile south

ESTABLISHED COMPATIBILITY MEASURES

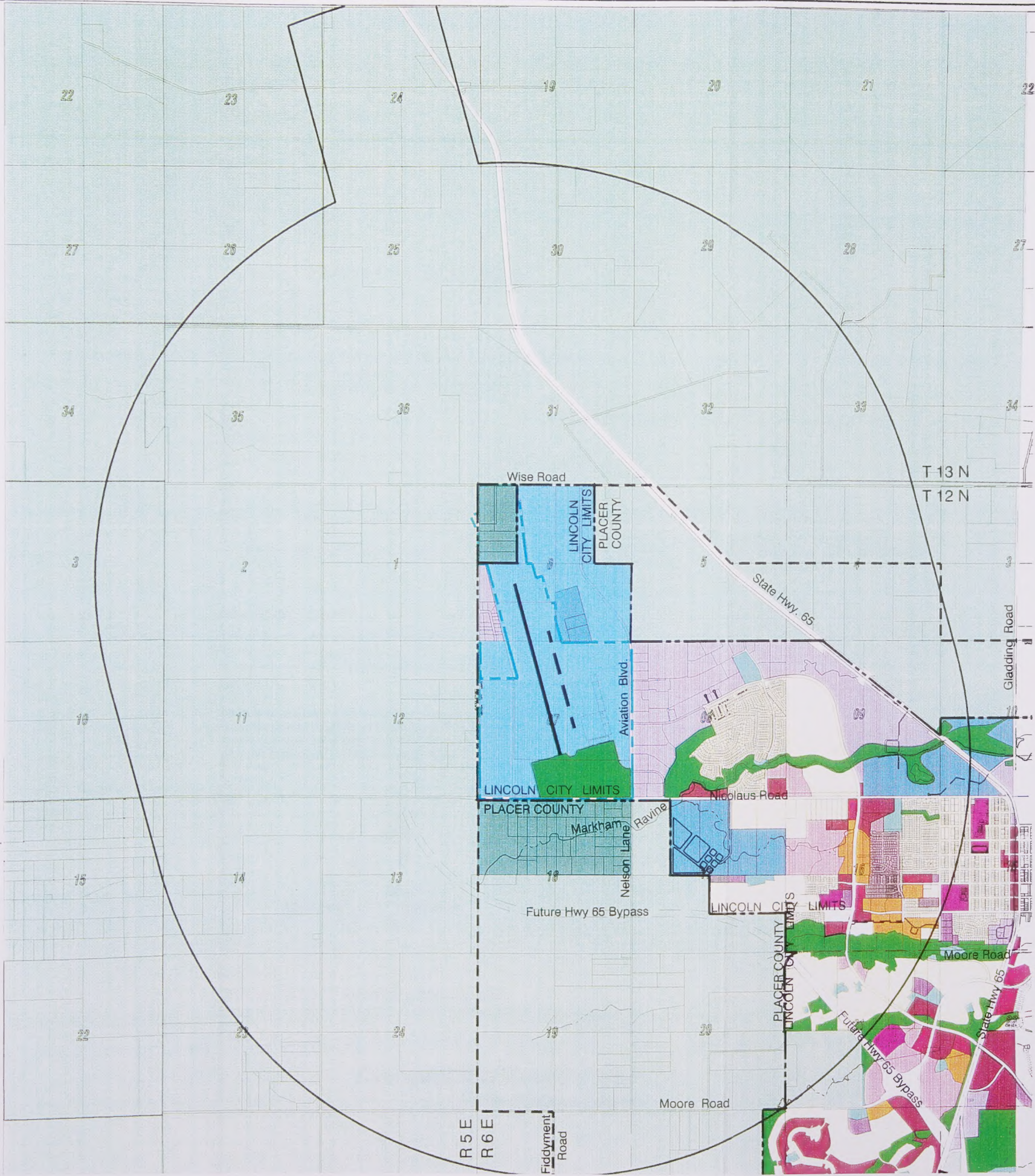
- *County of Placer*
 - *General Plan* requires 2,000-foot buffer between airports and new residential development
 - *General Plan* prohibits new residential and other noise-sensitive land uses in areas exposed to more than 60 dB CNEL unless mitigated to reduce impacts to outdoor activities; indoor noise level cannot exceed 45 dB CNEL; acoustical analysis required
 - County shall work with ALUC to ensure protection of airports from urban encroachment
 - All development projects within airport overflight zone to be reviewed for consistency with ALUC plan
 - Aircraft Overflight combining zone ordinance sets noise, safety, and height compatibility requirements and requires discretionary land use permit applications to be submitted to ALUC for review
- *City of Lincoln*
 - *General Plan* policies require development around airport to be consistent with noise, safety, and land use compatibility guidelines contained in ALUC plan
 - *Airport Hazard Zone* regulates land uses and sets height limits in airport vicinity

Source: Data Compiled by Shutt Moen Associates (June 1999)

Exhibit 6F

Airport Environs Information

Lincoln Regional Airport



LEGEND

General Plan Land Use Designations (Simplified)*

- High Density Residential (>15.0 d.u./ac.)
- Medium Density Residential (10.0-15.0 d.u./ac.)
- Medium-Low Density Residential (5.1-10.0 d.u./ac.)
- Low Density Residential (1.1-5.0 d.u./ac.)
- Mobile Home Park
- High-Intensity Commercial
- Low-Intensity Commercial
- Heavy Industrial
- Light Industrial
- Mixed Use
- Airport
- School
- Other Public/Institutional
- Parks & Recreation
- Urban Reserve
- Rural Estate (2.0-10.0 ac. parcels)
- Agriculture (10.0 ac. parcels)
- Open Space
- Highway/Railroad

Boundary Lines

- Airport Influence Area
- Airport Property
- Lincoln City Limits
- Lincoln Sphere of Influence

*County designations shown except within city limits



Source: Summarized from Placer County and City of Lincoln General Plan Maps by Shutt Moen Associates (September 1999)

Exhibit 6G

Planned Airport Vicinity Land Uses
Lincoln Regional Airport

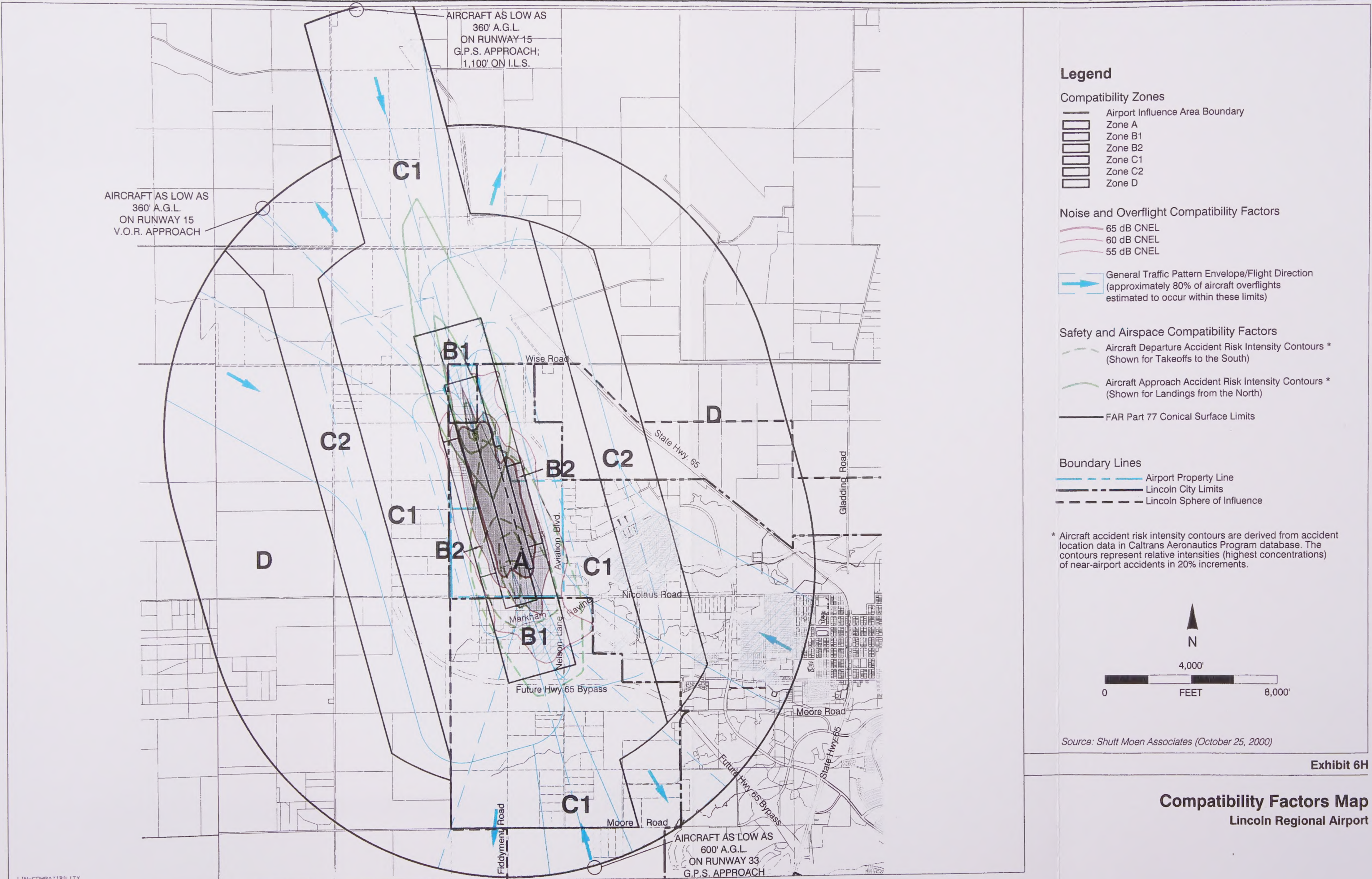


Exhibit 6H

Compatibility Factors Map
Lincoln Regional Airport

Appendices



State Laws Related to Airport Land Use Planning

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(as of January 1998)

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Sections

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	(excerpts)	
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AERONAUTICS LAW

PUBLIC UTILITIES CODE

Division 9 — Aviation

Part 1 — State Aeronautics Act

Chapter 4 — Airports and Air Navigation Facilities

Article 3.5

AIRPORT LAND USE COMMISSION

(As of January 1998)

21670. Creation; Membership; Selection

(a) The Legislature hereby finds and declares that:

- (1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems.
- (2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

(b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an airport land use commission, except that the board of supervisors for the county may, after consultation with the appropriate airport operators and affected local entities and after a public hearing, adopt a resolution finding that there are no noise, public safety, or land use issues affecting any airport in the county which require the creation of a commission and declaring the county exempt from that requirement. The board shall, in this event, transmit a copy of the resolution to the Director of Transportation. For purposes of this section, "commission" means an airport land use commission. Each commission shall consist of seven members to be selected as follows:

- (1) Two representing the cities in the county, appointed by a city selection committee comprised of the mayors of all the cities within that county, except that if there are any cities contiguous or adjacent to the qualifying airport, at least one representative shall be appointed therefrom. If there are no cities within a county, the number of representatives provided for by subdivisions (2) and (3) shall each be increased by one.

- (2) Two representing the county, appointed by the board of supervisors.
 - (3) Two having expertise in aviation, appointed by a selection committee comprised of the managers of all the public airports within that county.
 - (4) One representing the general public, appointed by the other six members of the commission.
- (c) Public officers, whether elected or appointed, may be appointed and serve as members of the commission during their terms of public office.
- (d) Each member shall promptly appoint a single proxy to represent the member in commission affairs and to vote on all matters when the member is not in attendance. The proxy shall be designated in a signed written instrument which shall be kept on file at the commission offices, and the proxy shall serve at the pleasure of the appointing member. A vacancy in the office of proxy shall be filled promptly by appointment of a new proxy.
- (e) A person having an "expertise in aviation" means a person who, by way of education, training, business, experience, vocation, or avocation has acquired and possesses particular knowledge of, and familiarity with, the function, operation, and role of airports, or is an elected official of a local agency which owns or operates an airport.

21670.1. Action by Designated Body Instead of Commission

- (a) Notwithstanding any provisions of this article, if the board of supervisors and the city selection committee of mayors in any county each makes a determination by a majority vote that proper land use planning can be accomplished through the actions of an appropriately designated body, then the body so designated shall assume the planning responsibilities of an airport land use commission as provided for in this article, and a commission need not be formed in that county.
- (b) A body designated pursuant to subdivision (a) which does not include among its membership at least two members having an expertise in aviation, as defined in subdivision (e) of Section 21670, shall, when acting in the capacity of an airport land use commission, be augmented so that the body, as augmented, will have at least two members having that expertise. The commission shall be constituted pursuant to this section on and after March 1, 1988.
- (c) (1) Notwithstanding subdivisions (a) and (b), and subdivision (b) of Section 21670, if the board of supervisors of a county and each affected city in that county each makes a determination that proper land use planning pursuant to this article can be accomplished pursuant to this subdivision, then a commission need not be formed in that county.

- (2) If the board of supervisors of a county and each affected city makes a determination that proper land use planning may be accomplished and a commission is not formed pursuant to paragraph (1) of this subdivision, that county and the appropriate affected cities having jurisdiction over an airport, subject to the review and approval by the Division of Aeronautics of the department, shall do all of the following:
 - (A) Adopt processes for the preparation, adoption, and amendment of the comprehensive airport land use plan for each airport that is served by a scheduled airline or operated for the benefit of the general public.
 - (B) Adopt processes for the notification of the general public, landowners, interested groups, and other public agencies regarding the preparation, adoption, and amendment of the comprehensive airport land use plans.
 - (C) Adopt processes for the mediation of disputes arising from the preparation, adoption, and amendment of the comprehensive airport land use plans.
 - (D) Adopt processes for the amendment of general and specific plans to be consistent with the comprehensive airport land use plans.
 - (E) Designate the agency that shall be responsible for the preparation, adoption, and amendment of each comprehensive airport land use plan.
- (3) The Division of Aeronautics of the department shall review the processes adopted pursuant to paragraph (2), and shall approve the processes if the division determines that the processes are consistent with the procedure required by this article and will do all of the following:
 - (A) Result in the preparation, adoption, and implementation of plans within a reasonable amount of time.
 - (B) Rely on the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations.
 - (C) Provide adequate opportunities for notice to, review of, and comment by the general public, landowners, interested groups, and other public agencies.
- (4) If the county does not comply with the requirements of paragraph (2) within 120 days, then the plan and amendments shall not be considered adopted pursuant to this article and a commission shall be established within 90 days of the determination of noncompliance by

the division and a plan shall be adopted pursuant to this article within 90 days of the establishment of the commission.

- (d) A commission need not be formed in a county that has contracted for the preparation of comprehensive airport land use plans with the Division of Aeronautics under the California Aid to Airport Program (Title 21 (commencing with Section 4050) of the California Code of Regulations), Project Ker-VAR 90-1, and that submits all of the following information to the Division of Aeronautics for review and comment that the county and the cities affected by the airports within the county, as defined by the plans:
 - (1) Agree to adopt and implement the comprehensive airport plans that have been developed under contract.
 - (2) Incorporated the height, use, noise, safety, and density criteria that are compatible with airport operations as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations as part of the general and specific plans for the county and for each affected city.
 - (3) If the county does not comply with this subdivision on or before May 1, 1995, then a commission shall be established in accordance with this article.
- (e) (1) A commission need not be formed in a county if all of the following conditions are met:
 - (A) The county has only one public use airport that is owned by a city.
 - (B) (i) The county and the affected city adopt the elements in paragraph (2) of subdivision (d), as part of their general and specific plans for the county and the affected city.
 - (ii) The general and specific plans shall be submitted, upon adoption, to the Division of Aeronautics. If the county and the affected city do not submit elements specified in paragraph (2) of subdivision (d), on or before May 1, 1996, then a commission shall be established in accordance with this article.

21670.2. Applicability to Counties Having over 4 Million Population

- (a) Sections 21670 and 21670.1 do not apply to the County of Los Angeles. In that county, the county regional planning commission has the responsibility for coordinating the airport planning of public agencies within the county. In instances where impasses result relative to this planning, an appeal may be made to the county regional planning commission by any public agency involved. The action taken by the county regional planning commission on such an

appeal may be overruled by a four-fifths vote of the governing body of a public agency whose planning led to the appeal.

- (b) By January 1, 1992, the county regional planning commission shall adopt the comprehensive land use plans required pursuant to Section 21675.
- (c) Sections 21675.1, 21675.2, and 21679.5 do not apply to the County of Los Angeles until January 1, 1992. If the comprehensive land use plans required pursuant to Section 21675 are not adopted by the county regional planning commission by January 1, 1992, Sections 21675.1 and 21675.2 shall apply to the County of Los Angeles until the plans are adopted.

21670.4. Intercounty Airports

- (a) As used in this section, "intercounty airport" means any airport bisected by a county line through its runways, runway protection zones, inner safety zones, inner turning zones, outer safety zones, or sideline safety zones, as defined by an existing airport land use commission in its comprehensive land use plan in accordance with Section 21675.
- (b) It is the purpose of this section to provide the opportunity to establish a separate airport land use commission so that an intercounty airport may be served by a single airport land use planning agency, rather than having to look separately to the airport land use commissions of the affected counties.
- (c) In addition to the airport land use commissions created under Section 21670 or the alternatives established under Section 21670.1, for their respective counties, the boards of supervisors and city selection committees for the affected counties, by independent majority vote of each county's two delegations, for any intercounty airport, may either:
 - (1) Establish a single separate airport land use commission for that airport. That commission shall consist of seven members to be selected as follows:
 - (A) One representing the cities in each of the counties, appointed by that county's city selection committee.
 - (B) One representing each of the counties, appointed by the board of supervisors of each county.
 - (C) One from each county having expertise in aviation, appointed by a selection committee comprised of the managers of all the public airports within that county.
 - (D) One representing the general public, appointed by the other six members of the commission.

- (2) In accordance with subdivision (a) or (b) of Section 21670.1, designate an existing appropriate entity as that airport's land use commission.

21671. Airports Owned by a City, District, or County; Appointment of Certain Members by Cities and Counties

In any county where there is an airport operated for the general public which is owned by a city or district in another county or by another county, one of the representatives provided by paragraph (1) of subdivision (b) of Section 21670 shall be appointed by the city selection committee of mayors of the cities of the county in which the owner of that airport is located, and one of the representatives provided by paragraph (2) subdivision (b) of Section 21670 shall be appointed by the board of supervisors of the county in which the owner of that airport is located.

21671.5. Term of Office; Removal of Members; Vacancies; Compensation; Staff Assistance; Meetings

- (a) Except for the terms of office of the members of the first commission, the term of office for each member shall be four years and until the appointment and qualification of his or her successor. The members of the first commission shall classify themselves by lot so that the term of office of one member is one year, of two members is two years, of two members is three years, and of two members if four years. The body which originally appointed a member whose term has expired shall appoint his or her successor for a full term of four years. Any member may be removed at any time and without cause by the body appointing him or her. The expiration date of the term of office of each member shall be the first Monday in May in the year in which his or her term is to expire. Any vacancy in the membership of the commission shall be filled for the unexpired term by appointment by the body which originally appointed the member whose office has become vacant. The chairperson of the commission shall be selected by the members thereof.
- (b) Compensation, if any, shall be determined by the board of supervisors.
- (c) Staff assistance, including the mailing of notices and the keeping of minutes, and necessary quarters, equipment, and supplies shall be provided by the county. The usual and necessary expenses of the commission shall be a county charge.
- (d) Notwithstanding any other provisions of this article, the commission shall not employ any personnel either as employees or independent contractors without the prior approval of the board of supervisors.
- (e) The commission shall meet at the call of the commission chairperson or at the request of the majority of the commission members. A majority of the commission members shall constitute a

quorum for the transaction of business. No action shall be taken by the commission except by the recorded vote of a majority of the full membership.

- (f) The commission may establish a schedule of fees necessary to comply with this article. Those fees shall be charged to the proponents of actions, regulations, or permits, shall not exceed the estimated reasonable cost of providing the service, and shall be imposed pursuant to Section 66016 of the Government Code. Except as provided in subdivision (g), after June 30, 1991, a commission which has not adopted the comprehensive land use plan required by Section 21675 shall not charge fees pursuant to this subdivision until the commission adopts the plan.
- (g) In any county which has undertaken by contract or otherwise completed land use plans for at least one-half of all public use airports in the county, the commission may continue to charge fees necessary to comply with this article until June 30, 1992, and, if the land use plans are complete by that date, may continue charging fees after June 30, 1992. If the land use plans are not complete by June 30, 1992, the commission shall not charge fees pursuant to subdivision (f) until the commission adopts the land use plans.

21672. Rules and Regulations

Each commission shall adopt rules and regulations with respect to the temporary disqualification of its members from participating in the review or adoption of a proposal because of conflict of interest and with respect to appointment of substitute members in such cases.

21673. Initiation of Proceedings for Creation by Owner of Airport

In any county not having a commission or a body designated to carry out the responsibilities of a commission, any owner of a public airport may initiate proceedings for the creation of a commission by presenting a request to the board of supervisors that a commission be created and showing the need therefor to the satisfaction of the board of supervisors.

21674. Powers and Duties

The commission has the following powers and duties, subject to the limitations upon its jurisdiction set forth in Section 21676:

- (a) To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses.

- (b) To coordinate planning at the state, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare.
- (c) To prepare and adopt an airport land use plan pursuant to Section 21675.
- (d) To review the plans, regulations, and other actions of local agencies and airport operators pursuant to Section 21676.
- (e) The powers of the commission shall in no way be construed to give the commission jurisdiction over the operation of any airport.
- (f) In order to carry out its responsibilities, the commission may adopt rules and regulations consistent with this article.

21674.5. Training of Airport Land Use Commission's Staff

- (a) The Department of Transportation shall develop and implement a program or programs to assist in the training and development of the staff of airport land use commissions, after consulting with airport land use commissions, cities, counties, and other appropriate public entities.
- (b) The training and development program or programs are intended to assist the staff of airport land use commissions in addressing high priority needs, and may include, but need not be limited to, the following:
 - (1) The establishment of a process for the development and adoption of comprehensive land use plans.
 - (2) The development of criteria for determining airport land use planning boundaries.
 - (3) The identification of essential elements which should be included in the comprehensive plans.
 - (4) Appropriate criteria and procedures for reviewing proposed developments and determining whether proposed developments are compatible with the airport use.
 - (5) Any other organizational, operational, procedural, or technical responsibilities and functions which the department determines to be appropriate to provide the commission staff and for which it determines there is a need for staff training and development.
- (c) The department may provide training and development programs for airport land commission staff pursuant to this section by any means it deems appropriate. Those programs may be presented in any of the following ways:

- (1) By offering formal courses or training programs.
- (2) By sponsoring or assisting in the organization and sponsorship of conferences, seminars, or other similar events.
- (3) By producing and making available written information.
- (4) Any other feasible method of providing information and assisting in the training and development of airport land use commission staff.

21674.7. Airport Land Use Planning Handbook

An airport land use commission that formulates, adopts or amends a comprehensive airport land use plan shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation.

21675. Land Use Plan

- (a) Each commission shall formulate a comprehensive land use plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The commission plan shall include and shall be based on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation, that reflects the anticipated growth of the airport during at least the next 20 years. In formulating a land use plan, the commission may develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports, within the planning area. The comprehensive land use plan shall be reviewed as often as necessary in order to accomplish its purposes, but shall not be amended more than once in any calendar year.
- (b) The commission may include, within its plan formulated pursuant to subdivision (a), the area within the jurisdiction of the commission surrounding any federal military airport for all the purpose specified in subdivision (a). This subdivision does not give the commission any jurisdiction or authority over the territory or operations of any military airport.
- (c) The planning boundaries shall be established by the commission after hearing and consultation with the involved agencies.
- (d) The commission shall submit to the Division of Aeronautics of the department one copy of the plan and each amendment to the plan.

- (e) If a comprehensive land use plan does not include the matters required to be included pursuant to this article, the Division of Aeronautics of the department shall notify the commission responsible for the plan.

21675.1. Adoption of Land Use Plan

- (a) By June 30, 1991, each commission shall adopt the comprehensive land use plan required pursuant to Section 21675, except that any county which has undertaken by contract or otherwise completed land use plans for at least one-half of all public use airports in the county, shall adopt that plan on or before June 30, 1992.
- (b) Until a commission adopts a comprehensive land use plan, a city or county shall first submit all actions, regulations, and permits within the vicinity of a public airport to the commission for review and approval. Before the commission approves or disapproves any actions, regulations, or permits, the commission shall give the public notice in the same manner as the city or county is required to give for those actions, regulations, or permits. As used in this section, "vicinity" means land which will be included or reasonably could be included within the plan. If the commission has not designated a study area for the plan, then "vicinity" means land within two miles of the boundary of a public airport.
- (c) The commission may approve an action, regulation, or permit if it finds, based on substantial evidence in the record, all of the following:
 - (1) The commission is making substantial progress toward the completion of the plan.
 - (2) There is a reasonable probability that the action, regulation, or permit will be consistent with the plan being prepared by the commission.
 - (3) There is little or no probability of substantial detriment to or interference with the future adopted plan if the action, regulation, or permit is ultimately inconsistent with the plan.
- (d) If the commission disapproves an action, regulation, or permit, the commission shall notify the city or county. The city or county may overrule the commission, by a two-thirds vote of its governing body, if it makes specific findings that the proposed action, regulation, or permit is consistent with the purposes of this article, as stated in Section 21670.
- (e) If a city or county overrules the commission pursuant to subdivision (d), that action shall not relieve the city or county from further compliance with this article after the commission adopts the plan.
- (f) If a city or county overrules the commission pursuant to subdivision (d) with respect to a publicly owned airport that the city or county does not operate, the operator of the airport shall be

immune from liability for damages to property or personal injury from the city's or county's decision to proceed with the action, regulation, or permit.

- (g) A commission may adopt rules and regulations which exempt any ministerial permit for single-family dwellings from the requirements of subdivision (b) if it makes the findings required pursuant to subdivision (c) for the proposed rules and regulations, except that the rules and regulations may not exempt either of the following:
 - (1) More than two single-family dwellings by the same applicant within a subdivision prior to June 30, 1991.
 - (2) Single-family dwellings in a subdivision where 25 percent or more of the parcels are undeveloped.

21675.2. Approval or Disapproval of Actions, Regulations, or Permits

- (a) If a commission fails to act to approve or disapprove any actions, regulations, or permits within 60 days of receiving the request pursuant to Section 21675.1, the applicant or his or her representative may file an action pursuant to Section 1094.5 of the Code of Civil Procedure to compel the commission to act, and the court shall give the proceedings preference over all other actions or proceedings, except previously filed pending matters of the same character.
- (b) The action, regulation, or permit shall be deemed approved only if the public notice required by this subdivision has occurred. If the applicant has provided seven days advance notice to the commission of the intent to provide public notice pursuant to this subdivision, then, not earlier than the date of the expiration the time limit established by Section 21675.1, an applicant may provide the required public notice. If the applicant chooses to provide public notice, that notice shall include a description of the proposed action, regulation, or permit substantially similar to the descriptions which are commonly used in public notices by the commission, the name and address of the commission, and a statement that the action, regulation, or permit shall be deemed approved if the commission has not acted within 60 days. If the applicant has provided the public notice specified in this subdivision, the time limit for action by the commission shall be extended to 60 days after the public notice is provided. If the applicant provides notice pursuant to this section, the commission shall refund to the applicant any fees which were collected for providing notice and which were not used for that purpose.
- (c) Failure of an applicant to submit complete or adequate information pursuant to Sections 65943 to 65946, inclusive, of the Government Code, may constitute grounds for disapproval of actions, regulations, or permits.
- (d) Nothing in this section diminishes the commission's legal responsibility to provide, where applicable, public notice and hearing before acting on an action, regulation, or permit.

21676. Review of Local General Plans

- (a) Each local agency whose general plan includes areas covered by an airport land use commission plan shall, by July 1, 1983, submit a copy of its plan or specific plans to the airport land use commission. The commission shall determine by August 31, 1983, whether the plan or plans are consistent or inconsistent with the commission's plan. If the plan or plans are inconsistent with the commission's plan, the local agency shall be notified and that local agency shall have another hearing to reconsider its plans. The local agency may overrule the commission after such a hearing by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670.
- (b) Prior to the amendment of a general plan or specific plan, or the addition or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission pursuant to Section 21675, the local agency shall first refer the proposed action to the commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The local agency may, after a public hearing, overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670.
- (c) Each public agency owning any airport within the boundaries of an airport land use commission plan shall, prior to modification of its airport master plan, refer such proposed change to the airport land use commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The public agency may, after a public hearing, overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670.
- (d) Each commission determination pursuant to subdivision (b) or (c) shall be made within 60 days from the date of referral of the proposed action. If a commission fails to make the determination within that period, the proposed action shall be deemed consistent with the commission's plan.

21676.5. Review of Local Plans

- (a) If the commission finds that a local agency has not revised its general plan or specific plan or overruled the commission by a two-thirds vote of its governing body after making specific findings that the proposed action is consistent with the purposes of this article as stated in Section 21670, the commission may require the local agency submit all subsequent actions, regulations, and permits to the commission for review until its general plan or specific plan is revised or the specific findings are made. If, in the determination of the commission, an action, regulation, or permit of the local agency is inconsistent with the commission plan, the local agency shall be notified and that local agency shall hold a hearing to reconsider its plan. The

local agency may overrule the commission after hearing by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article as stated in Section 21670.

- (b) Whenever the local agency has revised its general plan or specific plan or has overruled the commission pursuant to subdivision (a), the proposed action of the local agency shall not be subject to further commission review, unless the commission and the local agency agree that the individual projects shall be reviewed by the commission.

21677. Marin County Override Provisions

Notwithstanding Section 21676, any public agency in the County of Marin may overrule the Marin County Airport Land Use Commission by a majority vote of its governing body.

21678. Airport Owner's Immunity

With respect to a publicly owned airport that a public agency does not operate, if the public agency pursuant to Section 21676 or 21676.5 overrides a commission's action or recommendation, the operator of the airport shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to override the commission's action or recommendation.

21679. Court Review

- (a) In any county in which there is no airport land use commission or other body designated to assume the responsibilities of an airport land use commission, or in which the commission or other designated body has not adopted an airport land use plan, an interested party may initiate proceedings in a court of competent jurisdiction to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, which directly affects the use of land within one mile of the boundary of a public airport within the county.
- (b) The court may issue an injunction which postpones the effective date of the zoning change, zoning variance, permit, or regulation until the governing body of the local agency which took the action does one of the following:
 - (1) In the case of an action which is a legislative act, adopts a resolution declaring that the proposed action is consistent with the purposes of this article stated in Section 21670.

- (2) In the case of an action which is not a legislative act, adopts a resolution making findings based on substantial evidence in the record that the proposed action is consistent with the purposes of this article stated in Section 21670.
- (3) Rescinds the action.
- (4) Amends its action to make it consistent with the purposes of this article stated in Section 21670, and complies with either paragraph (1) or (2) of this subdivision, whichever is applicable.
- (c) The court shall not issue an injunction pursuant to subdivision (b) if the local agency which took the action demonstrates that the general plan and any applicable specific plan of the agency accomplishes the purposes of an airport land use plan as provided in Section 21675.
- (d) An action brought pursuant to subdivision (a) shall be commenced within 30 days of the decision or within the appropriate time periods set by Section 21167 of the Public Resources Code, whichever is longer.
- (e) If the governing body of the local agency adopts a resolution pursuant to subdivision (b) with respect to a publicly owned airport that the local agency does not operate, the operator of the airport shall be immune from liability for damages to property or personal injury from the local agency's decision to proceed with the zoning change, zoning variance, permit, or regulation.
- (f) As used in this section, "interested party" means any owner of land within two miles of the boundary of the airport or any organization with a demonstrated interest in airport safety and efficiency.

21679.5. Deferral of Court Review

- (a) Until June 30, 1991, no action pursuant to Section 21679 to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, directly affecting the use of land within one mile of the boundary or a public airport, shall be commenced in any county in which the commission or other designated body has not adopted an airport land use plan, but is making substantial progress toward the completion of the plan.
- (b) If a commission has been prevented from adopting the comprehensive land use plan by June 30, 1991, or if the adopted plan could not become effective, because of a lawsuit involving the adoption of the plan, the June 30, 1991 date in subdivision (a) shall be extended by the period of time during which the lawsuit was pending in a court of competent jurisdiction.
- (c) Any action pursuant to Section 21679 commenced prior to January 1, 1990, in a county in which the commission or other designated body has not adopted an airport land use plan, but is

making substantial progress toward the completion of the plan, which has not proceeded to final judgment, shall be held in abeyance until June 30, 1991. If the commission or other designated body does not adopt an airport land use plan on or before June 30, 1991, the plaintiff or plaintiffs may proceed with the action.

- (d) An action to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, directly affecting the use of land within one mile of the boundary of a public airport for which an airport land use plan has not been adopted by June 30, 1991, shall be commenced within 30 days of June 30, 1991, or within 30 days of the decision by the local agency, or within the appropriate time periods set by Section 21167 of the Public Resources Code, whichever date is later.

AERONAUTICS LAW

PUBLIC UTILITIES CODE

Division 9, Part 1

Chapter 3 — Regulation of Aeronautics

(excerpts)

21403. Lawful Flight; Unauthorized and Forced Landings; Damages; Use of Highways; Burden of Proof; Within Airport Approach Zone

- (a) Flight in aircraft over the land and waters of this state is lawful, unless at altitudes below those prescribed by federal authority, or unless conducted so as to be imminently dangerous to persons or property lawfully on the land or water beneath. The landing of an aircraft on the land or waters of another, without his or her consent, is unlawful except in the case of a forced landing or pursuant to Section 21662.1. The owner, lessee, or operator of the aircraft is liable, as provided by law, for damages caused by a forced landing.
- (b) The landing, takeoff, or taxiing of an aircraft on a public freeway, highway, road, or street is unlawful except in the following cases:
 - (1) A forced landing.
 - (2) A landing during a natural disaster or other public emergency if the landing has received prior approval from the public agency having primary jurisdiction over traffic upon the freeway, highway, road, or street.
 - (3) When the landing, takeoff, or taxiing has received prior approval from the public agency having primary jurisdiction over traffic upon the freeway, highway, road or street.

The prosecution bears the burden of proving that none of the exceptions apply to the act which is alleged to be unlawful.

- (c) The right of flight in aircraft includes the right of safe access to public airports, which includes the right of flight within the zone of approach of any public airport without restriction or hazard. The zone of approach of an airport shall conform to the specifications of Part 77 of the Federal Aviation Regulations of the Federal Aviation Administration, Department of Transportation.

AERONAUTICS LAW

PUBLIC UTILITIES CODE

Division 9, Part 1

Chapter 4 — Airports and Air Navigation Facilities

Article 2.7

REGULATION OF OBSTRUCTIONS

(excerpts)

21655. Proposed Site for Construction of State Building Within Two Miles of Airport; Investigation and Report; Expenditure of State Funds

Notwithstanding any other provision of law, if the proposed site of any state building or other enclosure is within two miles, measured by air line, of that point on an airport runway, or runway proposed by an airport master plan, which is nearest the site, the state agency or office which proposes to construct the building or other enclosure shall, before acquiring title to property for the new state building or other enclosure site or for an addition to a present site, notify the Department of Transportation, in writing, of the proposed acquisition. The department shall investigate the proposed site and, within 30 working days after receipt of the notice, shall submit to the state agency or office which proposes to construct the building or other enclosure a written report of the investigation and its recommendations concerning acquisition of the site.

If the report of the department does not favor acquisition of the site, no state funds shall be expended for the acquisition of the new state building or other enclosure site, or the expansion of the present site, or for the construction of the state building or other enclosure, provided that the provisions of this section shall not affect title to real property once it is acquired.

21658. Construction of Utility Pole or Line in Vicinity of Aircraft Landing Area

No public utility shall construct any pole, pole line, distribution or transmission tower, or tower line, or substation structure in the vicinity of the exterior boundary of an aircraft landing area of any airport open to public use, in a location with respect to the airport and at a height so as to constitute an obstruction to air navigation, as an obstruction is defined in accordance with Part 77 of the Federal Aviation Regulations, Federal Aviation Administration, or any corresponding rules or regulations of the Federal Aviation Administration, unless the Federal Aviation Administration has determined that the pole, line, tower, or structure does not constitute a hazard to air navigation. This section shall not apply to existing poles, lines, towers, or structures or to the repair, replacement, or reconstruction thereof if the original height is not materially exceeded and this section shall not apply unless just compensation shall have first been paid to the public utility by the owner of any airport for any property or property rights which would be taken or damaged hereby.

21659. Obstructions Near Airports Prohibited

- (a) No person shall construct or alter any structure or permit any natural growth to grow at a height which exceeds the obstruction standards set forth in the regulations of the Federal Aviation Administration relating to objects affecting navigable airspace contained in Title 14 of the Code of Federal Regulations, Part 77, Subpart C, unless a permit allowing the construction, alteration, or growth is issued by the department.
- (b) The permit is not required if the Federal Aviation Administration has determined that the construction, alteration, or growth does not constitute a hazard to air navigation or would not create an unsafe condition for air navigation. Subdivision (a) does not apply to a pole, pole line, distribution or transmission tower, or tower line or substation of a public utility.
- (c) Section 21658 is applicable to subdivision (b).

AERONAUTICS LAW

**PUBLIC UTILITIES CODE
Division 9, Part 1, Chapter 4**

**Article 3
REGULATION OF AIRPORTS
(excerpts)**

21661.5. Approval of Construction Plans; Submission of Plan to Airport Land Use Commission

No political subdivision, any of its officers or employees, or any person may submit any application for the construction of a new airport to any local, regional, state, or federal agency unless the plan for such construction is first approved by the board of supervisors of the county, or the city council of the city, in which the airport is to be located and unless the plan is submitted to the appropriate commission exercising powers pursuant to Article 3.5 (commencing with Section 21670) of Chapter 4 of Division 9, and acted upon by such commission in accordance with the provisions of such article.

21664.5. Approval of Sites; Amended Airport Permits; Airport Expansion Defined

An amended airport permit shall be required for every expansion of an existing airport. An applicant for an amended airport permit shall comply with each requirement of this article pertaining to permits for new airports. The department may by regulation provide for exemptions from the operation of the section pursuant to Section 21661, except that no exemption shall be made limiting the applicability of subdivision (e) of Section 21666, pertaining to environmental considerations, including the requirement for public hearings in connection therewith.

As used in this section, "airport expansion" includes any of the following:

- (a) The acquisition of clear zones or of any interest in land for the purpose of any other expansion as set forth in this section.
- (b) The construction of a new runway.
- (c) The extension or realignment of an existing runway.
- (d) Any other expansion of the airport's physical facilities for the purpose of accomplishing or which are related to the purpose of subdivision (a), (b), or (c).

This section shall not apply to any expansion of an existing airport if the expansion commenced on or prior to the effective date of this section and the expansion met the approval on or prior to such effective date of each governmental agency which by law required such approval.

PLANNING AND ZONING LAW

GOVERNMENT CODE

Title 7 — Planning and Land Use

Division 1 — Planning and Zoning

Chapter 3 — Local Planning

Article 5

AUTHORITY FOR AND SCOPE OF GENERAL PLANS

(excerpts)

65302.3. General and Applicable Specific Plans; Consistency with Airport Land Use Plans; Amendment; Nonconcurrence Findings

- (a) The general plan, and any applicable specific plan prepared pursuant to Article 8 (commencing with Section 65450), shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code.
- (b) The general plan, and any applicable specific plan, shall be amended, as necessary, within 180 days of any amendment to the plan required under Section 21675 of the Public Utilities Code.
- (c) If the legislative body does not concur with any of the provisions of the plan required under Section 21675 of the Public Utilities Code, it may satisfy the provisions of this section by adopting findings pursuant to Section 21676 of the Public Utilities Code.

PLANNING AND ZONING LAW

GOVERNMENT CODE

Title 7, Division 1

Chapter 4.5 — Review and Approval of Development Projects

Article 3

APPLICATION FOR DEVELOPMENT PROJECTS

(excerpts)

Note: The following government code sections are referenced in Section 21675.2(c) of the ALUC statutes.

65943. Completeness of Application; Determination; Time; Specification of Parts not Complete and Manner of Completion

- (a) Not later than 30 calendar days after any public agency has received an application for a development project, the agency shall determine in writing whether the application is complete and shall immediately transmit the determination to the applicant for the development project. If the written determination is not made within 30 days after receipt of the application, and the application includes a statement that it is an application for a development permit, the application shall be deemed complete for purposes of this chapter. Upon receipt of any resubmittal of the application, a new 30-day period shall begin, during which the public agency shall determine the completeness of the application. If the application is determined not to be complete, the agency's determination shall specify those parts of the application which are incomplete and shall indicate the manner in which they can be made complete, including a list and thorough description of the specific information needed to complete the application. The applicant shall submit materials to the public agency in response to the list and description.
- (b) Not later than 30 calendar days after receipt of the submitted materials, the public agency shall determine in writing whether they are complete and shall immediately transmit that determination to the applicant. If the written determination is not made within that 30-day period, the application together with the submitted materials shall be deemed complete for the purposes of this chapter.
- (c) If the application together with the submitted materials are determined not to be complete pursuant to subdivision (b), the public agency shall provide a process for the applicant to appeal that decision in writing to the governing body of the agency or, if there is no governing body, to the director of the agency, as provided by that agency. A city or county shall provide that the right of appeal is to the governing body or, at their option, the planning commission, or both.

There shall be a final written determination by the agency of the appeal not later than 60 calendar days after receipt of the applicant's written appeal. The fact that an appeal is permitted to both the planning commission and to the governing body does not extend the 60-day period. Notwithstanding a decision pursuant to subdivision (b) that the application and submitted materials are not complete, if the final written determination on the appeal is not made within that 60-day period, the application with the submitted materials shall be deemed complete for the purposes of this chapter.

- (d) Nothing in this section precludes an applicant and a public agency from mutually agreeing to an extension of any time limit provided by this section.
- (e) A public agency may charge applicants a fee not to exceed the amount reasonably necessary to provide the service required by this section. If a fee is charged pursuant to this section, the fee shall be collected as part of the application fee charged for the development permit.

65943.5.

- (a) Notwithstanding any other provision of this chapter, any appeal pursuant to subdivision (c) of Section 65943 involving a permit application to a board, office, or department within the California Environmental Protection Agency shall be made to the Secretary for Environmental Protection.
- (b) Notwithstanding any other provision of this chapter, any appeal pursuant to subdivision (c) of Section 65943 involving an application for the issuance of an environmental permit from an environmental agency shall be made to the Secretary for Environmental Protection under either of the following circumstances:
 - (1) The environmental agency has not adopted an appeals process pursuant to subdivision (c) of Section 65943.
 - (2) The environmental agency declines to accept an appeal for a decision pursuant to subdivision (c) of Section 65943.
- (c) For purposes of subdivision (b), "environmental permit" has the same meaning as defined in Section 72012 of the Public Resources Code, and "environmental agency" has the same meaning as defined in Section 71011 of the Public Resources Code, except that "environmental agency" does not include the agencies described in subdivisions (c) and (h) of Section 71011 of the Public Resources Code.

65944. Acceptance of Application as Complete; Requests for Additional Information; Restrictions; Clarification, Amplification, Correction, etc; Prior to Notice of Necessary Information

- (a) After a public agency accepts an application as complete, the agency shall not subsequently request of an applicant any new or additional information which was not specified in the list prepared pursuant to Section 65940. The agency may, in the course of processing the application, request the applicant to clarify, amplify, correct, or otherwise supplement the information required for the application.
- (b) The provisions of subdivision (a) shall not be construed as requiring an applicant to submit with his or her initial application the entirety of the information which a public agency may require in order to take final action on the application. Prior to accepting an application, each public agency shall inform the applicant of any information included in the list prepared pursuant to Section 65940 which will subsequently be required from the applicant in order to complete final action on the application.
- (c) This section shall not be construed as limiting the ability of a public agency to request and obtain information which may be needed in order to comply with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code.

65945. Notice of Proposal to Adopt or Amend Certain Plans or Ordinances by City or County, Fee; Subscription to Periodically Updated Notice as Alternative, Fee

- (a) At the time of filing an application for a development permit with a city or county, the city or county shall inform the applicant that he or she may make a written request to retrieve notice from the city or county of a proposal to adopt or amend any of the following plans or ordinances:
 - (1) A general plan.
 - (2) A specific plan.
 - (3) A zoning ordinance.
 - (4) An ordinance affecting building permits or grading permits.

The applicant shall specify, in the written request, the types of proposed action for which notice is requested. Prior to taking any of those actions, the city or county shall give notice to any applicant who has requested notice of the type of action proposed and whose development project is pending before the city or county if the city or county determines that the proposal is reasonably related to the applicant's request for the development permit. Notice shall be given only for those types of actions which the applicant specifies in the request for notification.

The city or county may charge the applicant for a development permit, to whom notice is provided pursuant to this subdivision, a reasonable fee not to exceed the actual cost of providing that notice. If a fee is charged pursuant to this subdivision, the fee shall be collected as part of the application fee charged for the development permit.

- (b) As an alternative to the notification procedure prescribed by subdivision (a), a city or county may inform the applicant at the time of filing an application for a development permit that he or she may subscribe to a periodically updated notice or set of notices from the city or county which lists pending proposals to adopt or amend any of the plans or ordinances specified in subdivision (a), together with the status of the proposal and the date of any hearings thereon which have been set.

Only those proposals which are general, as opposed to parcel-specific in nature, and which the city or county determines are reasonably related to requests for development permits, need be listed in the notice. No proposals shall be required to be listed until such time as the first public hearing thereon has been set. The notice shall be updated and mailed at least once every six weeks; except that a notice need not be updated and mailed until a change in its contents is required.

The city or county may charge the applicant for a development permit, to whom notice is provided pursuant to this subdivision, a reasonable fee not to exceed the actual cost of providing that notice, including the costs of updating the notice, for the length of time the applicant requests to be sent the notice or notices.

65945.3. Notice of Proposal to Adopt or Amend Rules or Regulations Affecting Issuance of Permits by Local Agency other than City or County; Fee

At the time of filing an application for a development permit with a local agency, other than a city or county, the local agency shall inform the applicant that he or she may make a written request to receive notice of any proposal to adopt or amend a rule or regulation affecting the issuance of development permits.

Prior to adopting or amending any such rule or regulation, the local agency shall give notice to any applicant who has requested such notice and whose development project is pending before the agency if the local agency determines that the proposal is reasonably related to the applicant's request for the development permit.

The local agency may charge the applicant for a development permit, to whom notice is provided pursuant to this section, a reasonable fee not to exceed the actual cost of providing that notice. If a fee is charged pursuant to this section, the fee shall be collected as part of the application fee charged for the development permit.

65945.5. Notice of Proposal to Adopt or Amend Regulation Affecting Issuance of Permits and Which Implements Statutory Provision by State Agency

At the time of filing an application for a development permit with a state agency, the state agency shall inform the applicant that he or she may make a written request to receive notice of any proposal to adopt or amend a regulation affecting the issuance of development permits and which implements a statutory provision.

Prior to adopting or amending any such regulation, the state agency shall give notice to any applicant who has requested such notice and whose development project is pending before the state agency if the state agency determines that the proposal is reasonably related to the applicant's request for the development permit.

65945.7. Actions, Inactions, or Recommendations Regarding Ordinances, Rules or Regulations; Invalidity or Setting Aside Ground of Error Only if Prejudicial

No action, inaction, or recommendation regarding any ordinance, rule, or regulation subject to this Section 65945, 65945.3, or 65945.5 by any legislative body, administrative body, or the officials of any state or local agency shall be held void or invalid or be set aside by any court on the ground of any error, irregularity, informality, neglect, or omission (hereinafter called "error") as to any matter pertaining to notices, records, determinations, publications, or any matters of procedure whatever, unless after an examination of the entire case, including evidence, the court shall be of the opinion that the error complained of was prejudicial, and that by reason of such error that party complaining or appealing sustained and suffered substantial injury, and that a different result would have been probable if such error had not occurred or existed. There shall be no presumption that error is prejudicial or that injury was done if error is shown.

65946. [Replaced by AB2351 Statutes of 1993]

PLANNING AND ZONING LAW

GOVERNMENT CODE

Title 7, Division 1

Chapter 9.3 — Mediation and Resolution of Land Use Disputes
(*excerpts*)

66030.

- (a) The Legislature finds and declares all of the following:
- (1) Current law provides that aggrieved agencies, project proponents, and affected residents may bring suit against the land use decisions of state and local governmental agencies. In practical terms, nearly anyone can sue once a project has been approved.
 - (2) Contention often arises over projects involving local general plans and zoning, redevelopment plans, the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), development impact fees, annexations and incorporations, and the Permit Streamlining Act (Chapter 4.5 (commencing with Section 65920)).
 - (3) When a public agency approves a development project that is not in accordance with the law, or when the prerogative to bring suit is abused, lawsuits can delay development, add uncertainty and cost to the development process, make housing more expensive, and damage California's competitiveness. This litigation begins in the superior court, and often progresses on appeal to the Court of Appeal and the Supreme Court, adding to the workload of the state's already overburdened judicial system.
- (b) It is, therefore, the intent of the Legislature to help litigants resolve their differences by establishing formal mediation processes for land use disputes. In establishing these mediation processes, it is not the intent of the Legislature to interfere with the ability of litigants to pursue remedies through the courts.

66031.

- (a) Notwithstanding any other provision of law, any action brought in the superior court relating to any of the following subjects may be subject to a mediation proceeding conducted pursuant to this chapter:
- (1) The approval or denial by a public agency of any development project.

- (2) Any act or decision of a public agency made pursuant to the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).
 - (3) The failure of a public agency to meet the time limits specified in Chapter 4.5 (commencing with Section 65920), commonly known as the Permit Streamlining Act, or in the Subdivision Map Act (Division 2 (commencing with Section 66410)).
 - (4) Fees determined pursuant to Sections 53080 to 53082, inclusive, or Chapter 4.9 (commencing with Section 65995).
 - (5) Fees determined pursuant to Chapter 5 (commencing with Section 66000).
 - (6) The adequacy of a general plan or specific plan adopted pursuant to Chapter 3 (commencing with Section 65100).
 - (7) The validity of any sphere of influence, urban service area, change of organization or reorganization, or any other decision made pursuant to the Cortese-Knox Local Government Reorganization Act (Division 3 (commencing with Section 56000) of Title 5).
 - (8) The adoption or amendment of a redevelopment plan pursuant to the Community Redevelopment Law (Part 1 (commencing with Section 33000) of Division 24 of the Health and Safety Code).
 - (9) The validity of any zoning decision made pursuant to Chapter 4 (commencing with Section 65800).
 - (10) The validity of any decision made pursuant to Article 3.5 (commencing with Section 21670) of Chapter 4 of Part 1 of Division 9 of the Public Utilities Code.
- (b) Within five days after the deadline for the respondent or defendant to file its reply to an action, the court may invite the parties to consider resolving their dispute by selecting a mutually acceptable person to serve as a mediator, or an organization or agency to provide a mediator.
 - (c) In selecting a person to serve as a mediator, or an organization or agency to provide a mediator, the parties shall consider the following:
 - (1) The council of governments having jurisdiction in the county where the dispute arose.
 - (2) Any subregional or countywide council of governments in the county where the dispute arose.
 - (3) The Office of Permit Assistance within the Trade and Commerce Agency, pursuant to its authority in Article 1 (commencing with Section 15399.50) of Chapter 11 of Part 6.7 of Division 3 of Title 2.

- (4) Any other person with experience or training in mediation including those with experience in land use issues, or any other organization or agency which can provide a person with experience or training in mediation, including those with experience in land use issues.
- (d) If the court invites the parties to consider mediation, the parties shall notify the court within 30 days if they have selected a mutually acceptable person to serve as a mediator. If the parties have not selected a mediator within 30 days, the action shall proceed. The court shall not draw any implication, favorable or otherwise, from the refusal by a party to accept the invitation by the court to consider mediation. Nothing in this section shall preclude the parties from using mediation at any other time while the action is pending.

PLANNING AND ZONING LAW

GOVERNMENT CODE

Title 7 — Planning and Land Use

Division 2 — Subdivisions

Chapter 3 — Procedure

Article 3

REVIEW OF TENTATIVE MAP BY OTHER AGENCIES

(excerpts)

66455.9.

Whenever there is consideration of an area within a development for a public school site, the advisory agency shall give the State Department of Education written notice of the proposed site. If the site is within the distance of an airport runway as described in Section 39005 of the Education Code, the department shall notify the State Department of Transportation as required by the section. The State Department of Education shall investigate the proposed site and, within 35 days after receipt of the notice, shall submit to the advisory agency and school district a written report and its recommendations concerning the site.

The governing board of the school district shall not acquire title to the property until the report of the State Department of Education has been received. If the report does not favor the acquisition of the property for a school site, the governing board shall not acquire title to the property until 30 days after the department's report has been read at a public hearing duly called after 10 days' notice published once in a newspaper of general circulation within the school district or, if there is no newspaper of this type, in a newspaper of general circulation within the county in which the property is located.

EDUCATION CODE
Title 1 — General Education Code Provisions
Division 1 — General Education Code Provisions
Part 10.5 — School Facilities
Chapter 1 — School Sites

Article 1
GENERAL PROVISIONS
(excerpts)

Note: SB 161, Statutes of 1997, replaced Education Code Section 39005 with Section 17215; SB 967, Statutes of 1995, deleted Sections 39006 and 39007.

17215.

- (a) In order to promote the safety of pupils, comprehensive community planning, and greater educational usefulness of school sites before acquiring title to property for a new school site, the governing board of each school district, including any district governed by a city board of education, shall give the Department of Transportation written notice of the proposed acquisition and shall submit any information required by the department if the proposed site is within two miles, measured by air line, of that point on an airport runway or a potential runway included in an airport master plan that is nearest to the site.
- (b) If the Department of Transportation is no longer in operation, the governing board of the school district shall, in lieu of notifying the Department of Transportation, notify the United States Department of Transportation or any other appropriate agency, in writing, of the proposed acquisition for the purpose of obtaining from the department or other agency any information or assistance that it may desire to give.
- (c) The Department of Transportation shall investigate the proposed site and, within 30 working days after receipt of the notice, shall submit to the governing board a written report and its recommendations concerning acquisition of the site. As part of the investigation, the Department of Transportation shall give notice thereof to the owner and operator of the airport who shall be granted the opportunity to comment upon the proposed school site.
- (d) The governing board shall not acquire title to the property until the report of the Department of Transportation has been received. If the report does not favor the acquisition of the property for a school site or an addition to a present school site, the governing board shall not acquire title to the property until 30 days after the department's report is received and until the department's report has been read at a public hearing duly called after 10 days' notice published once in a newspaper of general circulation within the school district or, if there is no newspaper of general

circulation within the school district, in a newspaper of general circulation within the county in which the property is located.

- (e) Except as provided in subdivision (d), if the Department of Transportation in its report submitted to a governing board of a school district does not favor acquisition of a proposed site that is within two miles of the centerline of an active runway, no state funds or local funds shall be apportioned or expended for the acquisition of that site, construction of any school building on that site, or for the expansion of any existing site to include that site.
- (f) This section does not apply to sites acquired prior to January 1, 1966, nor to any additions or extensions to those sites.
- (g) If the recommendations of the Department of Transportation are unfavorable, the recommendations shall not be overruled without the express approval of the State Allocation Board.

EDUCATION CODE
Title 3 — Postsecondary Education
Division 7 — Community Colleges
Part 49 — Community Colleges, Education Facilities
Chapter 1 — School Sites

Article 2
SCHOOL SITES
(*excerpts*)

81033. Investigation: Geologic and Soil Engineering Studies; Airport in Proximity

- (c) To promote the safety of students, comprehensive community planning, and greater educational usefulness of community college sites, the governing board of each community college district, if the proposed site is within two miles, measured by air line, of that point on an airport runway, or a runway proposed by an airport master plan, which is nearest the site and excluding them if the property is not so located, before acquiring title to property for a new community college site or for an addition to a present site, shall give the board of governors notice in writing of the proposed acquisition and shall submit any information required by the board of governors.

Immediately after receiving notice of the proposed acquisition of property which is within two miles, measured by air line, of that point on an airport runway, or a runway proposed by an airport master plan, which is nearest the site, the board of governors shall notify the Division of Aeronautics of the Department of Transportation, in writing, of the proposed acquisition. The Division of Aeronautics shall make an investigation and report to the board of governors within 30 working days after receipt of the notice. If the Division of Aeronautics is no longer in operation, the board of governors shall, in lieu of notifying the Division of Aeronautics, notify the Federal Aviation Administration or any other appropriate agency, in writing, of the proposed acquisition for the purpose of obtaining from the authority or other agency such information or assistance as it may desire to give.

The board of governors shall investigate the proposed site and within 35 working days after receipt of the notice shall submit to the governing board a written report and its recommendations concerning acquisition of the site. The governing board shall not acquire title to the property until the report of the board of governors has been received. If the report does not favor the acquisition of the property for a community college site or an addition to a present community college site, the governing board shall not acquire title to the property until 30 days after the department's report is received and until the board of governors' report has been read at a public hearing duly called after 10 days' notice published once in a newspaper of general circulation within the community college district, or if there is no such newspaper, then in a newspaper of general circulation within the county in which the property is located.

- (d) If, with respect to a proposed site located within two miles of an operative airport runway, the report of the board of governors submitted to a community college district governing board under subdivision (c) does not favor the acquisition of the site on the sole or partial basis of the unfavorable recommendation of the Division of Aeronautics of the Department of Transportation, no state agency or officer shall grant, apportion, or allow to such community college district for expenditure in connection with that site, any state funds otherwise made available under any state law whatever for a community college site acquisition or college building construction, or for expansion of existing sites and buildings, and no funds of the community college district or of the county in which the district lies shall be expended for such purposes; provided that provisions of this section shall not be applicable to sites acquired prior to January 1, 1966, nor any additions or extensions to such sites.

If the recommendations of the Division of Aeronautics is unfavorable, such recommendations shall not be overruled without the express approval of the board of governors and the State Allocation Board.

PUBLIC RESOURCES CODE
California Environmental Quality Act Statutes
Chapter 2.6 — General

(excerpts)

21096. Airport Planning

- (a) If a lead agency prepares an environmental impact report for a project situated within airport comprehensive land use plan boundaries, or, if a comprehensive land use plan has not been adopted, for a project within two nautical miles of a public airport or public use airport, the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation, in compliance with Section 21674.5 of the Public Utilities Code and other documents, shall be utilized as technical resources to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems.
- (b) A lead agency shall not adopt a negative declaration for a project described in subdivision (a) unless the lead agency considers whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.

LEGISLATIVE HISTORY SUMMARY

PUBLIC UTILITIES CODE

Sections 21670 et seq.

Airport Land Use Commission Statutes

- 1967 Original ALUC statute enacted.
- ▶ Establishment of ALUCs required in each county containing a public airport served by a certificated air carrier.
 - ▶ The purpose of ALUCs is indicated as being to make recommendations regarding height restrictions on buildings and the use of land surrounding airports.
- 1970 Assembly Bill 1856 (Badham) Chapter 1182, Statutes of 1970 — Adds provisions which:
- ▶ Require ALUCs to prepare comprehensive land use plans.
 - ▶ Require such plans to include a long-range plan and to reflect the airport's forecast growth during the next 20 years.
 - ▶ Require ALUC review of airport construction plans (Section 21661.5).
 - ▶ Exempt Los Angeles County from the requirement of establishing an ALUC.
- 1971 The function of ALUCs is restated as being to require new construction to conform to Department of Aeronautics standards.
- 1973 ALUCs are permitted to establish compatibility plans for military airports.
- 1982 Assembly Bill 2920 (Rogers) Chapter 1041, Statutes of 1982 — Adds major changes which:
- ▶ More clearly articulate the purpose of ALUCs.
 - ▶ Eliminate reference to "achieve by zoning."
 - ▶ Require consistency between local general and specific plans and airport land use commission plans; the requirements define the process for attaining consistency, they do not establish standards for consistency.
 - ▶ Eliminate the requirement for proposed individual development projects to be referred to an ALUC for review once local general/specific plans are consistent with the ALUC's plan.
 - ▶ Require that local agencies make findings of fact before overriding an ALUC decision.
 - ▶ Change the vote required for an override from 4/5 to 2/3.
- 1984 Assembly Bill 3551 (Mountjoy) Chapter 1117, Statutes of 1984 — Amends the law to:
- ▶ Require ALUCs in all counties having an airport which serves the general public unless a county and its cities determine an ALUC is not needed.
 - ▶ Limit amendments to compatibility plans to once per year.
 - ▶ Allow individual projects to continue to be referred to the ALUC by agreement.

- ▶ Extend immunity to airports if an ALUC action is overridden by a local agency not owning the airport.
 - ▶ Provide state funding eligibility for preparation of compatibility plans through the Regional Transportation Improvement Program process. 1987 Senate Bill 633 (Rogers) Chapter 1018, Statutes of 1987 — Makes revisions which:
 - ▶ Require that a designated body serving as an ALUC include two members having “expertise in aviation.”
 - ▶ Allows an interested party to initiate court proceedings to postpone the effective date of a local land use action if a compatibility plan has not been adopted.
 - ▶ Delete *sunset* provisions contained in certain clauses of the law.
 - ▶ Allows reimbursement for ALUC costs in accordance with the Commission on State Mandates.
- 1989 Senate Bill 255 (Bergeson) Chapter 54, Statutes of 1989 —
- ▶ Sets a requirement that comprehensive land use plans be completed by June 1991.
 - ▶ Establishes a method for compelling ALUCs to act on matters submitted for review.
 - ▶ Allows ALUCs to charge fees for review of projects.
 - ▶ Suspends any lawsuits that would stop development until the ALUC adopts its plan or until June 1, 1991.
- 1989 Senate Bill 235 (Alquist) Chapter 788, Statutes of 1989 — Appropriates \$3,672,000 for the payment of claims to counties seeking reimbursement of costs incurred during fiscal years 1985-86 through 1989-90 pursuant to state-mandated requirement (Chapter 1117, Statutes of 1984) for creation of ALUCs in most counties. This statute was repealed in 1993.
- 1990 Assembly Bill 4164 (Mountjoy) Chapter 1008, Statutes of 1990 — Adds section 21674.5 requiring the Division of Aeronautics to develop and implement a training program for ALUC staffs.
- 1990 Assembly Bill 4265 (Clute) Chapter 563, Statutes of 1990 — With the concurrence of the Division of Aeronautics, allows ALUCs to use an airport layout plan, rather than a long-range airport master plan, as the basis for preparation of a compatibility plan.
- 1990 Senate Bill 1288 (Beverly) Chapter 54, Statutes of 1990 — Amends Section 21670.2 to give Los Angeles County additional time to prepare compatibility plans and meet other provisions of the ALUC statutes.
- 1991 Senate Bill 532 (Bergeson) Chapter 140, Statutes of 1991 —
- ▶ Allows counties having half of their compatibility plans completed or under preparation by June 30, 1991, an additional year to complete the remainder.
 - ▶ Allows ALUCs to continue to charge fees under these circumstances.
 - ▶ Fees may be charged only until June 30, 1992, if plans are not completed by then.

- 1993 Senate Bill 443 (Committee on Budget and Fiscal Review) Chapter 59, Statutes of 1993 — Amends Section 21670(b) to make the formation of ALUCs permissive rather than mandatory as of June 30, 1993. (Note: Section 21670.2 which assigns responsibility for coordinating the airport planning of public agencies in Los Angeles County is not affected by this amendment.)
- 1994 Assembly Bill 2831 (Mountjoy) Chapter 644, Statutes of 1994 — Reinstates the language in Section 21670(b) mandating establishment of ALUCs, but also provides for an alternative airport land use planning process. Lists specific actions which a county and affected cities must take in order for such alternative process to receive Caltrans' approval. Requires that ALUCs be guided by information in the Caltrans' *Airport Land Use Planning Handbook* when formulating airport land use plans.
- 1994 Senate Bill 1453 (Rogers) Chapter 438, Statutes of 1994 — Amends Caltrans Environmental Quality Act (CEQA) statutes as applied to preparation of environmental documents affecting projects in the vicinity of airports. Requires lead agencies to use the *Airport Land Use Planning Handbook* as a technical resource when assessing the airport-related noise and safety impacts of such projects.
- 1997 Assembly Bill 1130 (Oller) Chapter 81, Statutes of 1997 — Added Section 21670.4 concerning airports whose planning boundary straddles a county line.

1. The purpose of this document is to provide a comprehensive overview of the current state of the project and to outline the key findings and recommendations.

2. The project has been conducted in accordance with the established protocols and procedures, and the results have been carefully reviewed and analyzed.

3. The findings indicate that the project has been successful in achieving its primary objectives, and that the data collected is of high quality and reliability.

4. It is recommended that the project be continued, and that the findings be used to inform future research and development efforts.

5. The project has been completed in a timely and efficient manner, and the results are being shared with the relevant stakeholders.

6. The project has been a valuable experience, and the team has gained significant insights into the challenges and opportunities of this type of work.

7. The project has been a success, and the team is proud of the results achieved.

8. The project has been a valuable experience, and the team has gained significant insights into the challenges and opportunities of this type of work.

9. The project has been a success, and the team is proud of the results achieved.

10. The project has been a valuable experience, and the team has gained significant insights into the challenges and opportunities of this type of work.

Federal Aviation Regulations Part 77
Objects Affecting Navigable Airspace

Subpart A
GENERAL

Amdt. 77-11, Sept. 25, 1989.

77.1 Scope.

This part:

- (a) Establishes standards for determining obstructions in navigable airspace;
- (b) Sets forth the requirements for notice to the Administrator of certain proposed construction or alteration;
- (c) Provides for aeronautical studies of obstructions to air navigation, to determine their effect on the safe and efficient use of airspace;
- (d) Provides for public hearings on the hazardous effect of proposed construction or alteration on air navigation; and
- (e) Provides for establishing antenna farm areas.

77.2 Definition of Terms.

For the purpose of this part:

"Airport available for public use" means an airport that is open to the general public with or without a prior request to use the airport.

"A seaplane base" is considered to be an airport only if its sea lanes are outlined by visual markers.

"Nonprecision instrument runway" means a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in nonprecision instrument approach procedure has been approved, or

planned, and for which no precision approach facilities are planned, or indicated on an FAA planning document or military service military airport planning document.

“Precision instrument runway” means a runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated by an FAA approved airport layout plan; a military service approved military airport layout plan; any other FAA planning document, or military service military airport planning document.

“Utility runway” means a runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.

“Visual runway” means a runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA approved airport layout plan, a military service approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

77.3 Standards.

- (a) The standards established in this part for determining obstructions to air navigation are used by the Administrator in:
 - (1) Administering the Federal-aid Airport Program and the Surplus Airport Program;
 - (2) Transferring property of the United States under section 16 of the Federal Airport Act;
 - (3) Developing technical standards and guidance in the design and construction of airports; and
 - (4) Imposing requirements for public notice of the construction or alteration of any structure where notice will promote air safety.
- (b) The standards used by the Administrator in the establishment of flight procedures and aircraft operational limitations are not set forth in this part but are contained in other publications of the Administrator.

77.5 Kinds of Objects Affected.

This part applies to:

- (a) Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used therein, and apparatus of a permanent or temporary character; and
- (b) Alteration of any permanent or temporary existing structure by a change in its height (including appurtenances), or lateral dimensions, including equipment or materials used therein.

Subpart B

NOTICE OF CONSTRUCTION OR ALTERATION

77.11 Scope.

- (a) This subpart requires each person proposing any kind of construction or alteration described in § 77.13(a) to give adequate notice to the Administrator. It specifies the locations and dimensions of the construction or alteration for which notice is required and prescribes the form and manner of the notice. It also requires supplemental notices 48 hours before the start and upon the completion of certain construction or alteration that was the subject of a notice under § 77.13(a).
- (b) Notices received under this subpart provide a basis for:
 - (1) Evaluating the effect of the construction or alteration on operational procedures and proposed operational procedures;
 - (2) Determinations of the possible hazardous effect of the proposed construction or alteration on air navigation;
 - (3) Recommendations for identifying the construction or alteration in accordance with the current Federal Aviation Administration Advisory Circular AC 70/7460-1 entitled "Obstruction Marking and Lighting," which is available without charge from the Department of Transportation, Distribution Unit, TAD 484.3, Washington, D.C. 20590.
 - (4) Determining other appropriate measures to be applied for continued safety of air navigation; and
 - (5) Charting and other notification to airmen of the construction or alteration.

77.13 Construction or Alteration Requiring Notice.

- (a) Except as provided in § 77.15, each sponsor who proposes any of the following construction or alteration shall notify the Administrator in the form and manner prescribed in § 77.17:
 - (1) Any construction or alteration of more than 200 feet in height above the ground level at its site.
 - (2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:
 - (i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a)(5) of this section with at least one runway more than 3,200 feet in actual length, excluding heliports.
 - (ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a)(5) of this section with its longest runway no more than 3,200 feet in actual length, excluding heliports.
 - (iii) 5 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in paragraph (a)(5) of this section.
 - (3) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) (1) or (2) of this section.
 - (4) When requested by the FAA, any construction or alteration that would be in an instrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard of Subpart C of this part.
 - (5) Any construction or alteration on any of the following airports (including heliports):
 - (i) An airport that is available for public use and is listed in the Airport Directory of the current Airman's Information Manual or in either the Alaska or Pacific Airman's Guide and Chart Supplement.
 - (ii) An airport under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration, and, except for military airports, it is clearly indicated that airport will be available for public use.
 - (iii) An airport that is operated by an armed force of the United States.

- (b) Each sponsor who proposes construction or alteration that is the subject of a notice under paragraph (a) of this section and is advised by an FAA regional office that a supplemental notice is required shall submit that notice on a prescribed form to be received by the FAA regional office at least 48 hours before the start of the construction or alteration.
- (c) Each sponsor who undertakes construction or alteration that is the subject of a notice under paragraph (a) of this section shall, within 5 days after that construction or alteration reaches its greatest height, submit a supplemental notice on a prescribed form to the FAA regional office having jurisdiction over the region involved, if -
 - (1) The construction or alteration is more than 200 feet above the surface level of its site; or
 - (2) An FAA regional office advises him that submission of the form is required.

77.15 Construction or Alteration Not Requiring Notice.

No person is required to notify the Administrator for any of the following construction or alteration:

- (a) Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.
- (b) Any antenna structure of 20 feet or less in height except one that would increase the height of another antenna structure.
- (c) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device, of a type approved by the Administrator, or an appropriate military service on military airports, the location and height of which is fixed by its functional purpose.
- (d) Any construction or alteration for which notice is required by any other FAA regulation.

77.17 Form and Time of Notice.

- (a) Each person who is required to notify the Administrator under § 77.13(a) shall send one executed form set (four copies) of FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area within which the construction or alteration will be located. Copies of FAA Form 7460-1 may be obtained from the headquarters of the Federal Aviation Administration and the regional offices.
- (b) The notice required under § 77.13(a)(1) through (4) must be submitted at least 30 days before the earlier of the following dates:

- (1) The date the proposed construction or alteration is to begin.
- (2) The date an application for a construction permit is to be filed.

However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing.

- (c) A proposed structure or an alteration to an existing structure that exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation and to result in an inefficient utilization of airspace and the applicant has the burden of overcoming that presumption. Each notice submitted under the pertinent provisions of this Part 77 proposing a structure in excess of 2,000 feet above ground, or an alteration that will make an existing structure exceed that height, must contain a detailed showing, directed to meeting this burden. Only in exceptional cases, where the FAA concludes that a clear and compelling showing has been made that it would not result in an inefficient utilization of the airspace and would not result in a hazard to air navigation, will a determination of no hazard be issued.
- (d) In the case of an emergency involving essential public services, public health, or public safety that requires immediate construction or alteration, the 30 day requirement in paragraph (b) of this section does not apply and the notice may be sent by telephone, telegraph, or other expeditious means, with an executed FAA Form 7460-1 submitted within 5 days thereafter. Outside normal business hours, emergency notices by telephone or telegraph may be submitted to the nearest FAA Flight Service Station.
- (e) Each person who is required to notify the Administrator by paragraph (b) or (c) of § 77.13, or both, shall send an executed copy of FAA Form 117-1, Notice of Progress of Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area involved.

77.19 Acknowledgment of Notice.

- (a) The FAA acknowledges in writing the receipt of each notice submitted under § 77.13(a).
- (b) If the construction or alteration proposed in a notice is one for which lighting or marking standards are prescribed in the FAA Advisory Circular AC 70/7460-1, entitled "Obstruction Marking and Lighting," the acknowledgment contains a statement to that effect and information on how the structure should be marked and lighted in accordance with the manual.
- (c) The acknowledgment states that an aeronautical study of the proposed construction or alteration has resulted in a determination that the construction or alteration:

- (1) Would not exceed any standard of Subpart C and would not be a hazard to air navigation;
- (2) Would exceed a standard of Subpart C but would not be a hazard to air navigation; or
- (3) Would exceed a standard of Subpart C and further aeronautical study is necessary to determine whether it would be a hazard to air navigation, that the sponsor may request within 30 days that further study, and that, pending completion of any further study, it is presumed the construction or alteration would be a hazard to air navigation.

Subpart C **OBSTRUCTION STANDARDS**

77.21 Scope.

- (a) This subpart establishes standards for determining obstructions to air navigation. It applies to existing and proposed manmade objects, objects of natural growth, and terrain. The standards apply to the use of navigable airspace by aircraft and to existing air navigation facilities, such as an air navigation aid, airport, Federal airway, instrument approach or departure procedure, or approved off airway route. Additionally, they apply to a planned facility or use, or a change in an existing facility or use, if a proposal therefor is on file with the Federal Aviation Administration or an appropriate military service on the date the notice required by § 77.13(a) is filed.
- (b) At those airports having defined runways with specially prepared hard surfaces, the primary surface for each such runway extends 200 feet beyond each end of the runway. At those airports having defined strips or pathways that are used regularly for the taking off and landing of aircraft and have been designated by appropriate authority as runways, but do not have specially prepared hard surfaces, each end of the primary surface for each such runway shall coincide with the corresponding end of the runway. At those airports, excluding seaplane bases, having a defined landing and takeoff area with no defined pathways for the landing and taking off of aircraft, a determination shall be made as to which portions of the landing and takeoff area are regularly used as landing and takeoff pathways. Those pathways so determined shall be considered runways and an appropriate primary surface as defined in § 77.25(c) will be considered as being longitudinally centered on each runway so determined, and each end of that primary surface shall coincide with the corresponding end of that runway.
- (c) The standards in this subpart apply to the effect of construction or alteration proposals upon an airport if, at the time of filing of the notice required by § 77.13(a), that airport is -
 - (1) Available for public use and is listed in the Airport Directory of the current Airman's Information Manual or in either the Alaska or Pacific Airman's Guide and Chart Supplement; or

- (2) A planned or proposed airport or an airport under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration, and, except for military airports, it is clearly indicated that that airport will be available for public use; or,
- (3) An airport that is operated by an armed force of the United States.

77.23 Standards for Determining Obstructions.

- (a) An existing object, including a mobile object, is, and a future object would be, an obstruction to air navigation if it is of greater height than any of the following heights or surfaces:
 - (1) A height of 500 feet above ground level at the site of the object.
 - (2) A height that is 200 feet above ground level or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile of distance from the airport up to a maximum of 500 feet.
 - (3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.
 - (4) A height within an en route obstacle clearance area, including turn and termination areas, of a Federal airway or approved off airway route, that would increase the minimum obstacle clearance altitude.
 - (5) The surface of a takeoff and landing area of an airport or any imaginary surface established under § 77.25, § 77.28, or § 77.29. However, no part of the takeoff or landing area itself will be considered an obstruction.
- (b) Except for traverse ways on or near an airport with an operative ground traffic control service, furnished by an air traffic control tower or by the airport management and coordinated with the air traffic control service, the standards of paragraph (a) of this section apply to traverse ways used or to be used for the passage of mobile objects only after the heights of these traverse ways are increased by:
 - (1) Seventeen feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance.
 - (2) Fifteen feet for any other public roadway.

- (3) Ten feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road.
- (4) Twenty-three feet for a railroad, and,
- (5) For a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it.

77.25 Civil Airport Imaginary Surfaces.

The following civil airport imaginary surfaces are established with relation to the airport and to each runway. The size of each such imaginary surface is based on the category of each runway according to the type of approach available or planned for that runway. The slope and dimensions of the approach surface applied to each end of a runway are determined by the most precise approach existing or planned for that runway end.

- (a) Horizontal surface. A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:
 - (1) 5,000 feet for all runways designated as utility or visual;
 - (2) 10,000 feet for all other runways. The radius of the arc specified for each end of a runway will have the same arithmetical value. That value will be the highest determined for either end of the runway. When a 5,000 foot arc is encompassed by tangents connecting two adjacent 10,000 foot arcs, the 5,000 foot arc shall be disregarded on the construction of the perimeter of the horizontal surface.
- (b) Conical surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
- (c) Primary surface. A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of a primary surface is:
 - (1) 250 feet for utility runways having only visual approaches.
 - (2) 500 feet for utility runways having nonprecision instrument approaches.

(3) For other than utility runways the width is:

- (i) 500 feet for visual runways having only visual approaches.
- (ii) 500 feet for nonprecision instrument runways having visibility minimums greater than three-fourths statute mile.
- (iii) 1,000 feet for a nonprecision instrument runway having a nonprecision instrument approach with visibility minimums as low as three-fourths of a statute mile, and for precision instrument runways.

The width of the primary surface of a runway will be that width prescribed in this section for the most precise approach existing or planned for either end of that runway.

(d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

(1) The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:

- (i) 1,250 feet for that end of a utility runway with only visual approaches;
- (ii) 1,500 feet for that end of a runway other than a utility runway with only visual approaches;
- (iii) 2,000 feet for that end of a utility runway with a nonprecision instrument approach;
- (iv) 3,500 feet for that end of a nonprecision instrument runway other than utility, having visibility minimums greater than three-fourths of a statute mile;
- (v) 4,000 feet for that end of a nonprecision instrument runway, other than utility, having a nonprecision instrument approach with visibility minimums as low as three-fourths statute mile; and
- (vi) 16,000 feet for precision instrument runways.

(2) The approach surface extends for a horizontal distance of:

- (i) 5,000 feet at a slope of 20 to 1 for all utility and visual runways;
- (ii) 10,000 feet at a slope of 34 to 1 for all nonprecision instrument runways other than utility; and,
- (iii) 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40 to 1 for all precision instrument runways.

(3) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.

(e) Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of

the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

77.27 [Reserved]

77.28 Military Airport Imaginary Surfaces.

- (a) Related to airport reference points. These surfaces apply to all military airports. For the purposes of this section a military airport is any airport operated by an armed force of the United States.
 - (1) Inner horizontal surface. A plane is oval in shape at a height of 150 feet above the established airfield elevation. The plane is constructed by scribing an arc with a radius of 7,500 feet about the centerline at the end of each runway and interconnecting these arcs with tangents.
 - (2) Conical surface. A surface extending from the periphery of the inner horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield elevation.
 - (3) Outer horizontal surface. A plane, located 500 feet above the established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet.
- (b) Related to runways. These surfaces apply to all military airports.
 - (1) Primary surface. A surface located on the ground or water longitudinally centered on each runway with the same length as the runway. The width of the primary surface for runways is 2,000 feet. However, at established bases where substantial construction has taken place in accordance with a previous lateral clearance criteria, the 2,000 foot width may be reduced to the former criteria.
 - (2) Clear zone surface. A surface located on the ground or water at each end of the primary surface, with a length of 1,000 feet and the same width as the primary surface.
 - (3) Approach clearance surface. An inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface

at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 16,000 feet.

- (4) Transitional surfaces. These surfaces connect the primary surfaces, the first 200 feet of the clear zone surfaces, and the approach clearance surfaces to the inner horizontal surface, conical surface, outer horizontal surface or other transitional surfaces. The slope of the transitional surface is 7 to 1 outward and upward at right angles to the runway centerline.

77.29 Airport Imaginary Surfaces for Heliports.

- (a) Heliport primary surface. The area of the primary surface coincides in size and shape with the designated takeoff and landing area of a heliport. This surface is a horizontal plane at the elevation of the established heliport elevation.
- (b) Heliport approach surface. The approach surface begins at each end of the heliport primary surface with the same width as the primary surface, and extends outward and upward for a horizontal distance of 4,000 feet where its width is 500 feet. The slope of the approach surface is 8 to 1 for civil heliports and 10 to 1 for military heliports.
- (c) Heliport transitional surfaces. These surfaces extend outward and upward from the lateral boundaries of the heliport primary surface and from the approach surfaces at a slope of 2 to 1 for a distance of 250 feet measured horizontally from the centerline of the primary and approach surfaces.

Subpart D

AERONAUTICAL STUDIES OF EFFECT OF PROPOSED CONSTRUCTION ON NAVIGABLE AIRSPACE

77.31 Scope.

- (a) This subpart applies to the conduct of aeronautical studies of the effect of proposed construction or alteration on the use of air navigation facilities or navigable airspace by aircraft. In the aeronautical studies, present and future IFR and VFR aeronautical operations and procedures are reviewed and any possible changes in those operations and procedures and in the construction proposal that would eliminate or alleviate the conflicting demands are ascertained.
- (b) The conclusion of a study made under this subpart is normally a determination as to whether the specific proposal studied would be a hazard to air navigation.

77.33 Initiation of Studies.

- (a) An aeronautical study is conducted by the FAA:
 - (1) Upon the request of the sponsor of any construction or alteration for which a notice is submitted under Subpart B of this part, unless that construction or alteration would be located within an antenna farm area established under Subpart F of this part; or
 - (2) Whenever the FAA determines it appropriate.

77.35 Aeronautical Studies.

- (a) The Regional Manager, Air Traffic Division of the region in which the proposed construction or alteration would be located, or his designee, conducts the aeronautical study of the effect of the proposal upon the operation of air navigation facilities and the safe and efficient utilization of the navigable airspace. This study may include the physical and electromagnetic radiation effect the proposal may have on the operation of an air navigation facility.
- (b) To the extent considered necessary, the Regional Manager, Air Traffic Division or his designee:
 - (1) Solicits comments from all interested persons;
 - (2) Explores objections to the proposal and attempts to develop recommendations for adjustment of aviation requirements that would accommodate the proposed construction or alteration;
 - (3) Examines possible revisions of the proposal that would eliminate the exceeding of the standards in Subpart C of this part; and
 - (4) Convenes a meeting with all interested persons for the purpose of gathering all facts relevant to the effect of the proposed construction or alteration on the safe and efficient utilization of the navigable airspace.
- (c) The Regional Manager, Air Traffic Division or his designee issues a determination as to whether the proposed construction or alteration would be a hazard to air navigation and sends copies to all known interested persons. This determination is final unless a petition for review is granted under § 77.37.
- (d) If the sponsor revises his proposal to eliminate exceeding of the standards of Subpart C of this part, or withdraws it, the Regional Manager, Air Traffic Division, or his designee, terminates the study and notifies all known interested persons.

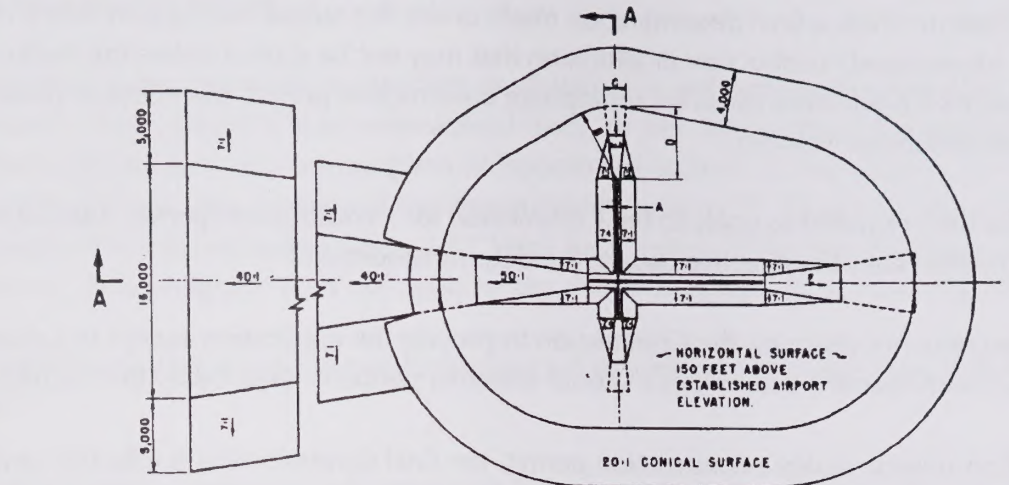
77.37 Discretionary Review.

- (a) The sponsor of any proposed construction or alteration or any person who stated a substantial aeronautical objection to it in an aeronautical study, or any person who has a substantial aeronautical objection to it but was not given an opportunity to state it, may petition the Administrator, within 30 days after issuance of the determination under § 77.19 or § 77.35 or revision or extension of the determination under § 77.39(c), for a review of the determination, revision, or extension. This paragraph does not apply to any acknowledgment issued under § 77.19(c)(1).
- (b) The petition must be in triplicate and contain a full statement of the basis upon which it is made.
- (c) The Administrator examines each petition and decides whether a review will be made and, if so, whether it will be:
 - (1) A review on the basis of written materials, including study of a report by the Regional Manager, Air Traffic Division of the aeronautical study, briefs, and related submissions by any interested party, and other relevant facts, with the Administrator affirming, revising, or reversing the determination issued under § 77.19, § 77.35 or § 77.39(c); or
 - (2) A review on the basis of a public hearing, conducted in accordance with the procedures prescribed in Subpart E of this part.

77.39 Effective Period of Determination of No Hazard.

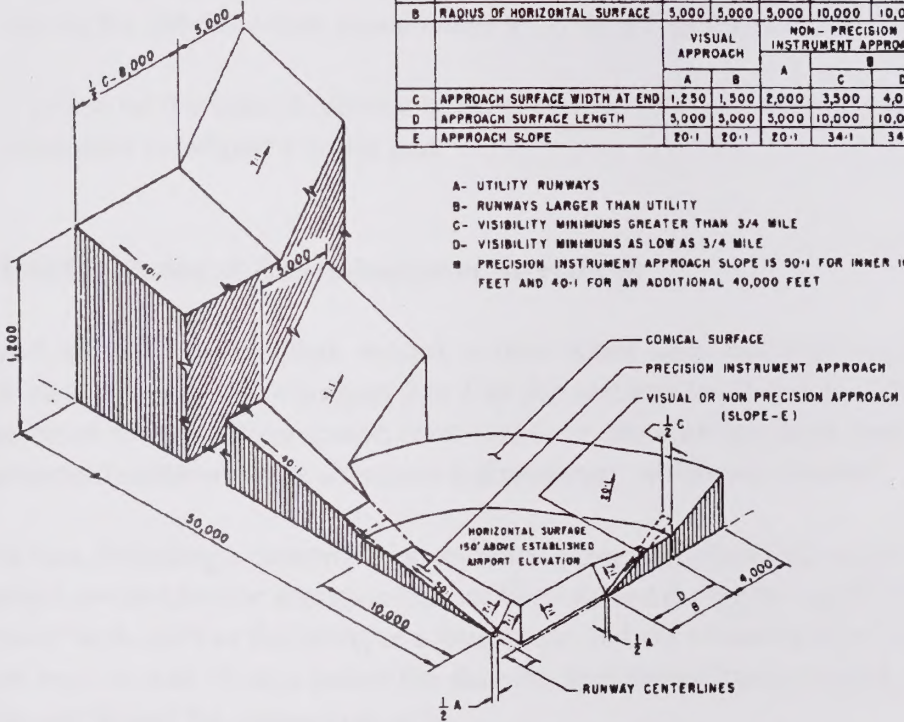
- (a) Unless it is otherwise extended, revised, or terminated, each final determination of no hazard made under this subpart or Subpart B or E of this part expires 18 months after its effective date, regardless of whether the proposed construction or alteration has been started, or on the date the proposed construction or alteration is abandoned, whichever is earlier.
- (b) In any case, including a determination to which paragraph (d) of this section applies, where the proposed construction or alteration has not been started during the applicable period by actual structural work, such as the laying of a foundation, but not including excavation, any interested person may, at least 15 days before the date the final determination expires, petition the FAA official who issued the determination to:
 - (1) Revise the determination based on new facts that change the basis on which it was made; or
 - (2) Extend its effective period.
- (c) The FAA official who issued the determination reviews each petition presented under paragraph (b) of this section, and revises, extends, or affirms the determination as indicated by his findings.

- (d) In any case in which a final determination made under this subpart or Subpart B or E of this part relates to proposed construction or alteration that may not be started unless the Federal Communications Commission issues an appropriate construction permit, the effective period of each final determination includes -
- (1) The time required to apply to the Commission for a construction permit, but not more than 6 months after the effective date of the determination; and
 - (2) The time necessary for the Commission to process the application except in a case where the Administrator determines a shorter effective period is required by the circumstances.
- (e) If the Commission issues a construction permit, the final determination is effective until the date prescribed for completion of the construction. If the Commission refuses to issue a construction permit, the final determination expires on the date of its refusal.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH		PRECISION INSTRUMENT APPROACH	
		A	B	A	C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	■
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	■

- A- UTILITY RUNWAYS
- B- RUNWAYS LARGER THAN UTILITY
- C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
- D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
- PRECISION INSTRUMENT APPROACH SLOPE IS 30:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A
§ 77.25 CIVIL AIRPORT IMAGINARY SURFACES

Source: Federal Aviation Regulations Part 77

Appendix B1

FAR Part 77 Imaginary Surfaces

Please Type or Print on This Form

Form Approved OMB No. 2120-0001

Notice of Proposed Construction or Alteration U.S. Department of Transportation Federal Aviation Administration <i>Failure To Provide All Requested Information May Delay Processing Of Your Notice</i>		Aeronautical Study Number _____	
1. Nature of Proposal A. Type ☐ New ☐ Construction ☐ Alteration * B. Class ☐ Permanent ☐ Temporary (Duration ___ months) C. Work Schedule Dates Beginning _____ End _____		2. Complete Description of Structure Please describe the proposed construction or alteration. A. For proposals involving transmitting stations, include effective radiated power (ERP) and assigned frequency. If not known, give frequency band and maximum ERP. B. For proposals involving overhead wire, transmission lines, etc., include the size and the configuration of the wires and their supporting structures. C. For buildings, include site orientation, dimensions, and construction materials. D. Optional - Describe the type of obstruction marking and lighting system desired. The FAA will consider this in their study.	
* If Alteration, provide previous FAA Aeronautical Study Number, if Available: _____			
3A. Name, address, and telephone number of individual, company corporation, etc. proposing the construction or alteration. (Number, Street, City, State, and Zip Code) () _____ Area Code _____ Telephone Number _____			
3B. Name, address, and telephone number of proponent's representative, if different than 3A. above. () _____ Area Code _____ Telephone Number _____			
4. Location Of Structure A. Coordinates (to hundredths of seconds, if known) Latitude 0 / " " Longitude 0 / " " 4D. Source for item 4A data. ☐ USGS 7.5 Quad Chart ☐ Survey ☐ Other Specify _____ Indicate the reference datum. ☐ NAD 27 ☐ NAD 83 ☐ Other Specify _____		5. Height and Elevation (to nearest foot) A. Elevation of ground above mean sea level _____ B. Height of structure including all appurtenances and lighting above ground or water _____ C. Overall height above mean sea level _____ 4E. Description of site location with respect to highways, street, airports, prominent terrain, features, existing structures, etc. Please attach a U.S. Geological Survey Map (or equivalent) showing the construction site. If available, attach a copy of a documented site survey with the surveyor's certification.	
Notice is required by Part 77 of the Federal Aviation Regulations (14 C.F.R. Part 77) pursuant to Section 1101 of the Federal Aviation Act of 1958, as amended (49 U.S.C. app. § 1501). Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until the notice is received, pursuant to Section 901(a) of the Federal Aviation Act of 1958, as amended (49 U.S.C. app. § 1471 (a)) as well as the fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses, pursuant to Section 902(a) of the Federal Aviation Act of 1958, as amended (49 U.S.C. app. § 1472(a)).			
I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to obstruction mark and/or light the structure in accordance with established marking & lighting standards as necessary.			
Date _____		Typed or Printed Name and Title of Person Filing Notice _____ Signature _____	
FOR FAA USE ONLY		FAA will either return this form or issue a separate acknowledgment.	
The Proposal: ☐ Does not require a notice to FAA. ☐ Is not identified as an obstruction under the standards of FAR, Part 77, Subpart C, and would not be a hazard to air navigation. ☐ Is identified as an obstruction under the standards of FAR, Part 77, Subpart C, but would not be a hazard to air navigation. ☐ Should be obstruction: ☐ marked ☐ lighted per FAA Advisory Circular 70/7460-1, Chapters _____ ☐ Construction marking and lighting are not necessary.		Supplement Notice of Construction: FAA Form 7460-2, is required any time the project is abandoned, or: ☐ At least 48 hours before the start of construction. ☐ Within five days after the construction reaches its greatest height. This determination expires on _____ unless: (a) extended, revised or terminated by the issuing office. (b) the construction is subject to the licensing authority of the Federal Communication Commission (FCC) and an application for construction permit is made to the FCC on or before the above expiration date. In such cases the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application. NOTE: Request for extension of the effective period of this determination must be postmarked or delivered to the issuing office at least 15 days prior to the expiration date. If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that agency.	
Remarks: _____ _____ _____			
NAD 83 Coordinates (Use these coordinates for any future correspondence with the FAA):		Latitude 0 / " " Longitude 0 / " "	
Issued in _____		Signature _____ Date _____	

FAA Form 7460-1 (5-04) Supersedes Previous Editions

NSN: 0052-00-012-0007

Source: Federal Aviation Administration

Appendix B2

Part 77 Notification
FAA Form 7460

Methods for Determining Concentrations of People

Placer County Airport Land Use Compatibility Plan

One criterion used in the *Airport Land Use Compatibility Plan* is the maximum number of people per acre that can be present in a given area at any one time. If a proposed use exceeds the maximum density, it will be considered inconsistent with compatibility planning policies. This appendix provides some guidance on how the people-per-acre determination can be made.

The most difficult part about making a people-per-acre determination is estimating the number of people likely to use a particular facility. There are several methods which can be utilized, depending upon the nature of the proposed use:

- **Parking Ordinance** — The number of people present in a given area can be calculated based upon the number of parking spaces provided. Some assumption regarding the number of people per vehicle needs to be developed to calculate the number of people on-site. The number of people per acre can then be calculated by dividing the number of people on-site by the size of the parcel in acres. This approach is appropriate where the use is expected to be dependent upon access by vehicles. Depending upon the specific assumptions utilized, this methodology typically results in a number in the low end of the likely intensity for a given land use.

Note: As indicated in the Primary Compatibility Criteria table (Chapter 2, Table 2A, Note 2), the preceding methodology is to be used within unincorporated areas of Placer County.

- **Maximum Occupancy** — The Uniform or California Building Code can be used as a standard for determining the maximum occupancy of certain uses. The chart provided as Appendix C1 indicates the required number of square feet per occupant. The number of people on the site can be calculated by dividing the total floor area of a proposed use by the minimum square feet per occupant requirement listed in the table. The maximum occupancy can then be divided by the size of the parcel in acres to determine the people per acre. Surveys of actual occupancy levels conducted by various agencies have indicated that many retail and office uses are generally occupied at no more than 50% of their maximum occupancy levels, even at the busiest times of day. Therefore, the number of people calculated for office and retail uses should usually be adjusted (50%) to reflect the actual occupancy levels before making the final people-per-acre determination. Even with this adjustment, the UBC-based methodology typically produces intensities at the high end of the likely range.
- **Survey of Similar Uses** — Certain uses may require an estimate based upon a survey of similar uses. This approach is more difficult, but is appropriate for uses which, because of the nature of the use, cannot be reasonably estimated based upon parking or square footage.

Appendix C2 shows sample calculations.

<u>Use</u>		<u>Minimum Square Feet per Occupant</u>
1.	Aircraft Hangars (no repair)	500
2.	Auction Rooms	7
3.	Assembly Areas, Concentrated Use (without fixed seats)	7
	Auditoriums	
	Churches and Chapels	
	Dance Floors	
	Lobby Accessory to Assembly Occupancy	
	Lodge Rooms	
	Reviewing Stands	
	Stadiums	
	Waiting Area	3
4.	Assembly Areas, Less Concentrated Use	15
	Conference Rooms	
	Dining Rooms	
	Drinking Establishments	
	Exhibit Rooms	
	Gymnasiums	
	Lounges	
	Stages	
	Gaming	11
5.	Bowling Alley (assume no occupant load for bowling lanes)	4
6.	Children's Homes and Homes for the Aged	80
7.	Classrooms	20
8.	Congregate Residences	200
9.	Courtrooms	40
10.	Dormitories	50
11.	Dwellings	300
12.	Exercising Rooms	50
13.	Garage, Parking	200
14.	Health-Care Facilities	80
	Sleeping Rooms	120
	Treatment Rooms	240
15.	Hotels and Apartments	200
16.	Kitchen — Commercial	200
17.	Library Reading Room	50
	Stack Areas	100
18.	Locker Rooms	50
19.	Malls	Varies
20.	Manufacturing Areas	200
21.	Mechanical Equipment Room	300
22.	Nurseries for Children (Day Care)	35
23.	Offices	100
24.	School Shops and Vocational Rooms	50
25.	Skating Rinks	50 on the skating area; 15 on the deck
26.	Storage and Stock Rooms	300
27.	Stores — Retail Sales Rooms	
	Basements and Ground Floor	30
	Upper Floors	60
28.	Swimming Pools	50 for the pool area; 15 on the deck
29.	Warehouses	500
30.	All Others	100

Source: California Building Code (1998), Table 10-A

Appendix C1

Occupancy Levels – California Building Code

Example 1

Proposed Development: Two office buildings, each two stories and containing 20,000 square feet of floor area per building. Site size is 3.0 net acres. Counting a portion of the adjacent road, the gross area of the site is 3.5± acres.

A. Calculation Based on Parking Space Requirements

Note: This method is specifically to be used in the unincorporated areas of Placer County.

For office uses, the county parking ordinance requires 1 parking space for every 300 square feet of floor area. Note 2 of the Primary Compatibility Criteria (Table 2A) indicates that for all uses except restaurants, theaters, meeting halls, churches, sports facilities, and other indoor or outdoor places of public assembly, the number of people on the property is assumed to equal 1.5 times the number of parking spaces.

The average usage intensity would therefore be calculated as follows:

- 1) 40,000 sq. ft. floor area x 1.0 parking space per 300 sq. ft. = 134 required parking spaces
- 2) 134 parking spaces x 1.5 people per space = 200 people maximum on site
- 3) 200 people ÷ 3.5 acres gross site size = 57 people per acre average for the site

Assuming that occupancy of each building is relatively equal throughout, but that there is some separation between the buildings and outdoor uses are minimal, the usage intensity for a single acre would be estimated to be:

- 1) 20,000 sq. ft. bldg. ÷ 2 stories = 10,000 sq. ft. bldg. footprint
- 2) 10,000 sq. ft. bldg. footprint ÷ 43,560 sq. ft. per acre = 0.23 acre bldg. footprint
- 3) Building footprint < 1.0 acre; therefore maximum people in 1 acre = bldg. occupancy = 100 people per single acre

B. Calculation Based on Uniform Building Code

Using the UBC (Appendix C1) as the basis for estimating building occupancy yields the following results for the above example:

- 1) 40,000 sq. ft. bldg. ÷ 100 sq. ft./occupant = 400 people max. bldg. occupancy (under UBC)
- 2) 400 max. bldg. occupancy x 50% adjustment = 200 people maximum on site
- 3) 200 people ÷ 3.5 acres gross site size = 57 people per acre average for the site

Conclusions: In this instance, both methodologies yield the same results. With 57 people per average acre, the proposed use would meet the *Compatibility Zones C1, C2, and D* criteria for maximum usage intensity criteria averaged over the entire site (75, 100, and unlimited people/acre, respectively). The maximum single-acre intensity of 100 people also would meet the criteria for these zones (150, 300, and unlimited, respectively) as well for *Zone B1* (100 people per acre).

Example 2

Proposed Development: Single-floor furniture store containing 24,000 square feet of floor area on a site of 1.7 net acres. Counting a portion of the adjacent road, the gross area of the site is 2.0 acres).

A. Calculation Based on Parking Space Requirements

Note: This method is specifically to be used in the unincorporated areas of Placer County.

For furniture stores, the county requires 1 parking space per 1,500 square feet of use area. Assuming 1.5 people per automobile as indicated in the Primary Compatibility Criteria table results in the following intensity estimates:

The average usage intensity would be:

- 1) 24,000 sq. ft. bldg. x 1.0 parking space per 1,500 sq. ft. = 16 required parking spaces
- 2) 16 parking spaces x 1.5 people per space = 24 people maximum on site
- 3) 24 people ÷ 1.26 acres gross site size = 19 people per acre average for the site

Again assuming a relatively balanced occupancy throughout the building and that outdoor uses are minimal, the usage intensity for a single acre would be estimated to be:

- 1) 24,000 sq. ft. bldg. footprint ÷ 43,560 sq. ft. per acre = 0.55 acre bldg. footprint
- 3) Building footprint < 1.0 acre; therefore maximum people in 1 acre = bldg. occupancy = 24 people per single acre

B. Calculation Based on Uniform Building Code

For the purposes of the UBC-based methodology, the furniture store is assumed to be consist of 50% retail sales floor (at 30 square feet per occupant) and 50% warehouse (at 500 square feet per occupant). Usage intensities would therefore be estimated as follows:

- 1) 12,000 sq. ft. retail floor area ÷ 30 sq. ft./occupant = 400 people max. occupancy in retail area
- 2) 12,000 sq. ft. warehouse floor area ÷ 500 sq. ft./occupant = 24 people max. occupancy in warehouse area
- 3) Maximum occupancy under UBC assumptions = 400 + 24 = 424 people
- 4) Assuming typical peak occupancy is 50% of UBC numbers = 212 people maximum expected at any one time
- 5) 212 people ÷ 1.26 acres = 168 people per acre average for the site

With respect to the single-acre intensity criteria, the entire building occupancy would again be within less than 1.0 acre, thus yielding the same intensity of 168 people per single acre.

Conclusions: In this instance, the two methods produce very different results. The occupancy estimate of 30 square feet per person is undoubtedly low for a furniture store even after the 50% adjustment. On the other hand, the 19 people-per-acre estimate using the parking requirement methodology appears low, but is probably closer to being realistic. Unless better data is available from surveys of similar uses, this proposal should reasonably be considered compatible within *Zone B2* (50 people per average acre and 100 people per single acre) and potentially also compatible within *Zone B1* (25 people per average acre and 50 people per single acre).

Compatibility Guidelines for Specific Land Uses

Placer County Airport Land Use Compatibility Plan

The compatibility evaluations listed below for specific types of land uses can be used by Placer County and other affected jurisdictions as guidelines in implementation of the general compatibility criteria listed in Table 2A. These evaluations are not regarded as adopted ALUC policies or criteria. In case of any conflicts between these evaluations of specific land uses and the policies and criteria in Chapters 2 and 3 of this document, the contents of Chapters 2 and 3 shall prevail.

Land Use	Compatibility Zones					
	A	B1	B2	C1	C2	D
Agricultural Uses						
Truck and Specialty Crops	0	+	+	+	+	+
Field Crops	0	+	+	+	+	+
Pasture and Rangeland	0	+	+	+	+	+
Vineyards	0	+	+	+	+	+
Orchards	-	0	0	+	+	+
Dry Farm and Grain	0	+	+	+	+	+
Tree Farms, Landscape Nurseries and Greenhouses	-	0	0	+	+	+
Fish Farms	-	0	0	+	+	+
Feed Lots and Stockyards	-	0	0	+	+	+
Poultry Farms	-	0	0	0	+	+
Dairy Farms	-	0	0	+	+	+
Natural Uses						
Fish and Game Preserves	0	0	0	0	0	0
Land Preserves and Open Space	0	+	+	+	+	+
Flood and Geological Hazard Areas	0	+	+	+	+	+
Waterways: Rivers, Creeks, Canals, Wetlands, Bays, Lakes	0	0	0	0	0	+

-
- Generally incompatible
 - 0 Potentially compatible with restrictions (see Table 2A)
 - + Generally compatible

Land Use	Compatibility Zones					
	A	B1	B2	C1	C2	D
Residential						
Rural Estate (2.0-10.0 acre parcels)	-	0	0	+	+	+
Rural Residential (0.5-1.0 du / acre)	-	-	-	0	+	+
Low-Density Residential (1.1-5.0 du / acre)	-	-	-	-	+	+
Medium-Density Residential (5.1-15.0 du / acre)	-	-	-	-	+	+
High-Density Residential (>15.0 du / acre)	-	-	-	-	+	+
Mobile Home Parks	-	-	-	-	+	+
Institutional						
Schools, Colleges and Universities	-	-	-	-	-	+
Day Care Centers	-	-	0	0	+	+
Hospitals and Residential Care Facilities	-	-	-	-	-	+
Churches	-	-	-	0	0	+
Memorial Parks / Cemeteries	-	0	+	+	+	+
Recreational						
Golf Courses (except clubhouse)	0	0	0	+	+	+
Golf Course Clubhouses	-	0	0	0	+	+
Parks - low intensity; no group activities	0	+	+	+	+	+
Playgrounds and Picnic Areas	-	0	0	0	+	+
Athletic Fields (with small or no bleachers)	-	0	0	0	+	+
Spectator-Oriented Sports Complexes or Stadiums	-	-	-	-	-	-
Riding Stables	-	0	0	+	+	+
Marinas and Water Recreation	-	0	0	+	+	+
Health Clubs and Spas	-	-	0	0	0	+
Tennis Courts	-	0	0	+	+	+
Swimming Pools	-	0	0	0	0	+
Fairgrounds and Race Tracks	-	-	-	-	-	-
Resorts and Group Camps	-	-	-	0	0	+
Shooting Ranges	-	0	0	0	0	+
Industrial						
Research and Development Laboratories	-	0	0	0	+	+
Warehouses and Distribution Facilities	-	0	+	+	+	+
Manufacturing and Assembly	-	0	0	0	+	+
Cooperage and Bottling Plants	-	0	+	+	+	+
Printing, Publishing and Allied Services	-	0	+	+	+	+
Chemical, Rubber and Plastic Products	-	-	0	0	0	+
Food Processing	-	-	0	0	0	+

- Generally incompatible

0 Potentially compatible with restrictions (see Table 2A)

+

Land Use	Compatibility Zones					
	A	B1	B2	C1	C2	D
Commercial Uses						
Low-Intensity Retail (e.g., auto, furniture sales)	–	0	0	+	+	+
Retail Stores (1 floor)	–	0	0	0	+	+
Retail Stores (2 or 3 floors)	–	–	–	0	0	+
Large Shopping Malls (500,000+ sq. ft.)	–	–	–	–	0	+
Restaurants and Drinking Establishments (no drive-thru)	–	0	0	0	+	+
Fast Food Restaurants	–	–	0	0	0	+
Auto and Marine Services	–	0	0	+	+	+
Building Materials, Hardware and Heavy Equipment	–	0	0	+	+	+
Office Buildings (1 or 2 floors)	–	0	0	+	+	+
Office Buildings (3 floors)	–	–	–	0	0	+
Banks and Financial Institutions (1 or 2 floors)	–	0	0	+	+	+
Repair Services	–	0	0	+	+	+
Gas Stations	–	0	0	+	+	+
Government Services / Public Buildings (1 or 2 floors)	–	0	0	0	+	+
Motels (1 or 2 floors)	–	–	–	0	+	+
Hotels and Motels (3 floors)	–	–	–	0	0	+
Theaters, Auditoriums, Large Assembly Halls	–	–	–	–	0	0
Outdoor Theaters	–	–	–	–	0	0
Truck Terminals	–	+	+	+	+	+
Any Uses with more than 3 habitable floors aboveground	–	–	–	–	–	+
Transportation, Communications and Utilities						
Aircraft Storage	0	+	+	+	+	+
Automobile Parking	0	+	+	+	+	+
Highway and Street Right-of-Ways	0	+	+	+	+	+
Railroad and Public Transit Lines	0	+	+	+	+	+
Taxi, Bus, and Train Terminals	–	0	0	+	+	+
Electrical Substations	–	0	0	0	0	+
Power Plants	–	–	–	0	0	+
Power Lines	–	0	0	0	0	+
Reservoirs	–	0	0	0	0	+
Sewage Treatment and Disposal Facilities	–	0	0	0	0	+
Sanitary Landfills	–	–	–	–	–	0

- Generally incompatible
- 0 Potentially compatible with restrictions (see Table 2A)
- +

Project Referral Form

Placer County Airport Land Use Compatibility Plan

APPLICATION FOR MAJOR LAND USE ACTION REVIEW PLACER COUNTY AIRPORT LAND USE COMMISSION		ALUC Identification No. _____
PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)		
Date of Application	_____	
Property Owner	_____	Phone Number _____
Mailing Address	_____ _____ _____	
Agent (if any)	_____	Phone Number _____
Mailing Address	_____ _____ _____	
PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)		
<i>Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways</i>		
Street Address	_____ _____	
Assessor's Parcel No.	_____	Parcel Size _____
Subdivision Name	_____	Zoning _____
Lot Number	_____	Classification _____
PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)		
<i>If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees; include additional project description data as needed</i>		
Existing Land Use (describe)	_____ _____ _____	
Proposed Land Use (describe)	_____ _____ _____	
For Residential Uses	Number of Parcels or Units on Site (incl. secondary units) _____	
For Other Land Uses	Hours of Use _____	
	Number of People on Site...	Maximum Number _____ Method of Calculation _____
Height Data	Height above Ground of Tallest Object (including antennas & trees) _____ ft.	
	Highest Elevation (above sea level) of Any Object or Terrain on Site _____ ft.	
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? ☐ Yes ☐ No	
	If yes, describe _____ _____	

REFERRING AGENCY (TO BE COMPLETED BY AGENCY STAFF)

Date Received	_____	Type of Project
Agency Name	_____	☐ General Plan Amendment
	_____	☐ Zoning Amendment or Variance
Staff Contact	_____	☐ Subdivision Approval
Phone Number	_____	☐ Use Permit
Agency's Project No.	_____	☐ Public Facility
	_____	☐ Other _____

ALUC SECRETARY'S REVIEW (TO BE COMPLETED BY ALUC SECRETARY)

Application	Date Received	_____	By	_____
Receipt	Is Application Complete?	☐ Yes ☐ No		
	If no, cite reasons	_____		
Airport	☐ Auburn Municipal	☐ Blue Canyon	☐ Lincoln Regional	
	☐ Other Location (describe) _____			
Primary	Compatibility Zone(s)	☐ A	☐ B1	☐ B2
Criteria			☐ C1	☐ C2
Review			☐ D	
	Allowable (not prohibited) Use?	☐ Yes	☐ No	
	Density/Intensity Acceptable?	☐ Yes	☐ No	
	Open Land Requirement Met?	☐ Yes	☐ No	
	Height Acceptable?	☐ Yes	☐ No	
	Easement/Deed Notice Provided?	☐ Yes	☐ No	
Special Conditions	Describe: _____			
Supplemental	Noise	_____		
Criteria		_____		
Review	Safety	_____		

	Airspace Protection	_____		

	Overflight	_____		

ACTIONS TAKEN (TO BE COMPLETED BY ALUC SECRETARY)

ALUC Secretary's	☐ Approve	Date	_____
Action	☐ Refer to ALUC		
ALUC	☐ Consistent	Date	_____
Action	☐ Consistent with Conditions (list conditions/attach additional pages if needed)		

	☐ Inconsistent (list reasons/attach additional pages if needed)		

September 1999

Sample Implementation Documents

Placer County Airport Land Use Compatibility Plan

The responsibility for implementation of the compatibility criteria set forth in the *Placer County Airport Land Use Compatibility Plan* rests largely with the affected local jurisdictions. Modification of general plans and applicable specific plans for consistency with the *Compatibility Plan* is the major step in this process. However, not all of the detailed policies necessary for achieving full general plan consistency are necessarily included in general plans and specific plans — many can be established through other documents. Also, certain of the buyer awareness measures required or encouraged by the *Compatibility Plan* need to be implemented on a parcel-specific basis.

Airport Combining Zone Ordinance

One local option for compatibility criteria implementation is adoption of an airport combining zone ordinance. An airport combining zone ordinance is a way of collecting various airport-related development conditions into one local policy document. Adoption of a combining zone is not required by the *Compatibility Plan*, but only suggested as an option. Appendix F1 describes some of the potential components of an airport combining zone ordinance.

Buyer Awareness Measures

Buyer awareness is an umbrella category for several measures whose objective is to ensure that prospective buyers of airport area property, particularly residential property, are informed about the airport's impact on the property. *Placer County Airport Land Use Compatibility Plan* policies include use of each of these measures.

- **Avigation Easement** — Avigation easements go beyond mere buyer awareness by setting limitations on the heights of structures and other objects on the affected property. An avigation easement thus conveys to the airport owner not only rights associated with aircraft overflight of the property, but also the right to limit the height of objects and, after reasonable notice, the right to access the property in order to assure compliance with those limitations. As indicated in the Chapter 2 Airspace Protection policies, dedication of an avigation easement is an Airport Land Use Commission requirement for approval of land use development within *Compatibility Zones A and B1* and the *Height Review Overlay Zone*. These all are locations where objects potentially must be restricted to heights less than often exists with similar land uses. A sample of a standard avigation easement is included in Appendix F2.
- **Deed Notice** — As used in the *Compatibility Plan*, a deed notice (Appendix F3) is similar to an overflight easement in that it only addresses overflight issues. Unlike an easement, however, a deed notice does not convey property rights from the property owner to the airport

and it does not restrict the height of objects. It only documents the existence of certain conditions which affect the property — in this case, the proximity of the airport and common occurrence of aircraft overflights at or below the airport traffic pattern altitude. Deed notices are requisite for project approval on parcels located in *Zone B2* and *Zone C*.

- **Real Estate Disclosure** — A less definitive, but more all-encompassing, form of buyer awareness measure is for the ALUC and local jurisdictions to establish a policy indicating that information about an airport's influence area should be disclosed to prospective buyers of all airport-vicinity properties prior to the transfer of title. The advantage of this type of program is that it applies to previously existing land uses as well as to new development. This requirement already exists in California state real estate law, but it can be reinforced by local policy. A real estate disclosure policy can be included as a component of an airport combining zone ordinance. Additionally, notification describing the airport influence area and discussing its significance could be formally sent to all local real estate brokers and title companies. Having received this information, the brokers would be obligated by state law to pass it along to prospective buyers. The *Placer County Airport Land Use Compatibility Plan* indicates that real estate disclosure policies should be adopted by the county and the cities having land use jurisdiction near the airports in the county, but implementation is not mandatory.

An airport combining zone ordinance might include some or all of the following elements:

- **Airspace Protection** — A combining district can establish restrictions on the height of buildings, antennas, trees, and other objects as necessary to protect the airspace needed for operation of the airport. These restrictions should be based upon the current version of Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace*, Subpart C. Provisions prohibiting smoke, glare, bird attractions, and other hazards to flight should also be included.
- **FAA Notification Requirements** — Combining districts also can be used to ensure that project developers are informed about the need for compliance with the notification requirements of FAR Part 77. Subpart B of the regulations require that the proponent of any project which exceeds a specified set of height criteria submit a *Notice of Proposed Construction or Alteration* (Form 7460-1) to the Federal Aviation Administration prior to commencement of construction. The height criteria associated with this notification requirement are lower than those spelled out in Part 77, Subpart C, which define airspace obstructions. The purpose of the notification is to determine if the proposed construction would constitute a potential hazard or obstruction to flight. Notification is not required for proposed structures that would be shielded by existing structures or by natural terrain of equal or greater height, where it is obvious that the proposal would not adversely affect air safety.
- **Maximum Densities** — Airport noise and safety compatibility criteria are frequently expressed in terms of dwelling units per acre for residential uses and people per acre for other land uses. These standards can either be directly included in a combining zone or used to modify the underlying land use designations. For residential land uses, the correlation between the compatibility criteria and land use designations is direct. For other land uses, the implications of the density limitations are not as clear.

One step that can be taken by local governments is to establish a matrix indicating whether each specific type of land use is compatible with each compatibility zone. To be useful, the land use categories will need to be more detailed than typically provided by general plan or zoning ordinance land use designations.
- **Designation of High Noise-Impact Areas** — California state statutes require that multi-family residential structures in high-noise exposure areas be constructed so as to limit the interior noise to a Community Noise Equivalent Level of no more than 45 dB. A combining district could be used to indicate the locations where special construction techniques may be necessary in order to assure compliance with this requirement. The combining district also could extend this criterion to single-family dwellings.
- **Open Areas for Emergency Landing of Aircraft** — In most circumstances in which an aircraft accident occurs near an airport, the aircraft is under control as it descends. When forced to make an off-airport emergency landing, pilots will usually attempt to do so in the most open area readily available. Airport compatibility plans often contain criteria establishing open space requirements for this purpose. These criteria are most effectively carried out by planning at the general or specific plan level, but may also need to be included in a combining district so that they will be applied to development of large parcels. Adequate open areas can often be provided by clustering of development on adjacent land.

- **Areas of Special Compatibility Concern** — A significant drawback of standard general plan and zoning ordinance land use designations is that they can be changed. Uses that are currently compatible are not assured of staying that way in the future. Designation of areas of special compatibility concern would serve as a reminder that airport impacts should be carefully considered in any decision to change the existing land use designation. [A legal consideration which supports the value of this concept is that down-zoning of a property to a less intensive use is becoming more difficult. It is much better not to have inappropriately up-zoned the property in the first place.]
- **Real Estate Disclosure Policies** — The geographic extent and specific language of recommended real estate disclosure statements can be described in an airport combining zone ordinance.

Source: Shutt Moen Associates, based upon Caltrans Airport Land Use Planning Handbook (1993)

Appendix F1, Continued

This indenture made this ____ day of _____, 19 __, between _____ hereinafter referred to as Grantor, and the [Insert County or City name], a political subdivision in the State of California, hereinafter referred to as Grantee.

The Grantor, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, does hereby grant to the Grantee, its successors and assigns, a perpetual and assignable easement over the following described parcel of land in which the Grantor holds a fee simple estate. The property which is subject to this easement is depicted as _____ on "Exhibit A" attached and is more particularly described as follows:

[Insert legal description of real property]

The easement applies to the Airspace above an imaginary plane over the real property. The plane is described as follows:

The imaginary plane above the hereinbefore described real property, as such plane is defined by Part 77 of the Federal Aviation Regulations, and consists of a plane [describe approach, transition, or horizontal surface]; the elevation of said plane being based upon the _____ Airport official runway end elevation of ____ feet Above Mean Sea Level (AMSL), as determined by [Insert name and Date of Survey or Airport Layout Plan that determines the elevation] the approximate dimensions of which said plane are described and shown on Exhibit A attached hereto and incorporated herein by reference.

The aforesaid easement and right-of-way includes, but is not limited to:

- (1) For the use and benefit of the public, the easement and continuing right to fly, or cause or permit the flight by any and all persons, or any aircraft, of any and all kinds now or hereafter known, in, through, across, or about any portion of the Airspace hereinabove described; and
- (2) The easement and right to cause or create, or permit or allow to be caused or created within all space above the existing surface of the hereinabove described real property and any and all Airspace laterally adjacent to said real property, such noise, vibration, currents and other effects of air, illumination and fuel consumption as may be inherent in, or may arise or occur from or during the operation of aircraft of any and all kinds, now or hereafter known or used, for navigation of or flight in air; and
- (3) A continuing right to clear and keep clear from the Airspace any portions of buildings, structures, or improvements of any kinds, and of trees or other objects, including the right to remove or demolish those portions of such buildings, structures, improvements, trees, or other things which extend into or above said Airspace, and the right to cut to the ground level and remove, any trees which extend into or above the Airspace; and
- (4) The right to mark and light, or cause or require to be marked or lighted, as obstructions to air navigation, any and all buildings, structures, or other improvements, and trees or other objects, which extend into or above the Airspace; and
- (5) The right of ingress to, passage within, and egress from the hereinabove described real property, for the purposes described in subparagraphs (3) and (4) above at reasonable times and after reasonable notice.

For and on behalf of itself, its successors and assigns, the Grantor hereby covenants with the [Insert County or City name], for the direct benefit of the real property constituting the _____ Airport hereinafter described, that neither the Grantor, nor its successors in interest or assigns will construct, install, erect, place or grow in or upon the hereinabove described real property, nor will they permit to allow, any building structure, improvement, tree or other object which extends into or above the Airspace, or which constitutes an obstruction to air navigation, or which obstructs or interferes with the use of the easement and rights-of-way herein granted.

The easements and rights-of-way herein granted shall be deemed both appurtenant to and for the direct benefit of that real property which constitutes the _____ Airport, in the [Insert County or City name], State of California; and shall further be deemed in gross, being conveyed to the Grantee for the benefit of the Grantee and any and all members of the general public who may use said easement or right-of-way, in landing at, taking off from or operating such aircraft in or about the _____ Airport, or in otherwise flying through said Airspace.

This grant of easement shall not operate to deprive the Grantor, its successors or assigns, of any rights which may from time to time have against any air carrier or private operator for negligent or unlawful operation of aircraft.

These covenants and agreements run with the land and are binding upon the heirs, administrators, executors, successors and assigns of the Grantor, and, for the purpose of this instrument, the real property firstly hereinabove described is the servient tenement and said _____ Airport is the dominant tenement.

DATED: _____

STATE OF }
 ss
COUNTY OF }

On _____, before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____, and _____ known to me to be the persons whose names are subscribed to the within instrument and acknowledged that they executed the same.

WITNESS my hand and official seal.

Notary Public

A statement similar to the following should be included on the deed for any real property subject to the deed notice requirements set forth in the *Placer County Airport Land Use Compatibility Plan*. Such notice should be recorded by the county of Placer. Also, this deed notice should be included on any parcel map, tentative map, or final map for subdivision approval.

The *Placer County Airport Land Use Compatibility Plan* and Placer County Ordinance (Ordinance No. _____) identify a [Insert County / City Name] [Insert Airport Name] Airport Influence Area. Properties within this area are routinely subject to overflights by aircraft using this public-use airport and, as a result, residents may experience inconvenience, annoyance, or discomfort arising from the noise of such operations. State law (Public Utilities Code Section 21670 et seq.) establishes the importance of public-use airports to protection of the public interest of the people of the state of California. Residents of property near such airports should therefore be prepared to accept the inconvenience, annoyance, or discomfort from normal aircraft operations. Residents also should be aware that the current volume of aircraft activity may increase in the future in response to Placer County population and economic growth. Any subsequent deed conveying this parcel or subdivisions thereof shall contain a statement in substantially this form.

Buyer awareness is an umbrella category for several measures whose objective is to ensure that prospective buyers of airport area property, particularly residential property, are informed about the airport's impact on the property.

- **Dedication of Avigation Easements** — As a means of assuring buyer awareness, some communities — many times in response to ALUC policies — require that developers of property near an airport dedicate an avigation or overflight easement to the airport as a condition for approval of the development. This approach is particularly common with residential development, but has also been applied with regard to other land uses. In recent years, however, the legality of requiring avigation easement dedication has sometimes been questioned, particularly in circumstances where buyer awareness is the primary objective. A connection (*nexus*) between the easement dedication requirement and the negative consequences of land use development near an airport can more readily be made in locations where substantial noise and safety impacts can be demonstrated. Regardless of whether the nexus concern is valid in many circumstances, other forms of buyer awareness may be equally effective and simpler to implement.
- **Recorded Deed Notices** — A deed notice is an official statement which is recorded in county records as part of a tentative or final subdivision map prepared at the time a parcel is subdivided. As used for airport compatibility planning, the purpose of a deed notice is to disclose that the property is subject to routine overflights and associated noise and other impacts by aircraft operating at a nearby airport. Because this information becomes part of the deed to each property in the subdivision, it should show up in a title report prepared when one of the parcels is being sold.

In one sense, deed notices are similar to avigation or other aviation-related easements in that they become part of the title to a property and thus are a permanent form of buyer awareness. The distinguishing difference between deed notices and avigation easements is that deed notices only serve as a disclosure of potential overflights (and the property's location within an airport combining district and/or ALUC planning area), whereas avigation easements convey an identified set of property rights. In locations where height limitations or other land use restrictions are unnecessary, deed notices have the advantage of being less cumbersome to define. Also, they give less appearance of having a negative affect on the value of the property. An ideal application of deed notices is as a condition of approval for development of residential land uses in airport-vicinity locations where neither noise nor safety are significant factors, but frequent aircraft overflights might be annoying to some people.

- **Real Estate Disclosure Statements** — A less definitive, but more all-encompassing, form of buyer awareness program is to require that information about an airport's influence area be disclosed to prospective buyers of all airport-vicinity properties prior to the transfer of title. The advantage of this type of program is that it applies to previously existing land uses as well as to new development. This requirement already exists in California state real estate law, but it can be reinforced by local policy established in conjunction with the adoption of an airport combining zone. Notification describing the zone and discussing its significance could be formally sent to all local real estate brokers and title companies. Having received this information, the brokers would be obligated by state law to pass it along to prospective buyers. [As discussed at the end of this chapter, airport proprietors also can carry out a real estate disclosure program, although generally on a less formal basis than can be accomplished by the local land use jurisdiction.]

At a minimum, the area covered by a real estate disclosure program should include the airport planning area as established by the compatibility plan. The boundary also could be defined to coincide with the boundaries of an airport combining zone.

Source: Caltrans Airport Land Use Planning Handbook (1993)

Appendix F4

Possible Buyer Awareness Program Elements

Placer County Airport Land Use Compatibility Plan

Comparison Between New and Old ALUC Plans

Placer County Airport Land Use Commission

OVERVIEW

The 1999 *Placer County Airport Land Use Compatibility Plan* sets forth land use compatibility criteria for the environs of Auburn Municipal, Blue Canyon, and Lincoln Regional airports. This new plan replaces separate plans previously prepared for the Auburn and Lincoln airports: the *Auburn Airport Comprehensive Land Use Plan* and the *Lincoln Municipal Airport Comprehensive Land Use Plan* originally adopted by the Foothill Airport Land Use Commission in February 1987 and October 1986, respectively. No compatibility plan has previously been prepared for Blue Canyon Airport.

The new plan changes not only the compatibility policies applicable to each of the airports in the county, but also the procedures by which the ALUC conducts compatibility reviews. Also, the 1999 document adds various background data regarding each airport and its environs.

Changes to the compatibility policies are largely based upon new noise and safety compatibility data and concepts which have become available over the last decade. Many of the procedural policy modifications reflect changes in state law which have occurred over the same time frame.

COMPATIBILITY POLICIES

The original plans divide compatibility policies into three groups: noise, safety, and height restrictions. Separate maps are provided which identify the safety zone boundaries and noise contours for each airport. Height restriction criteria are described, but not mapped. In contrast, the new plan establishes a composite set of criteria and maps which take into account noise, safety, and height restrictions and also overflight concerns. Policies addressing each of these concerns individually are included as well, but they serve a supporting function rather than as the primary review criteria.

The overall boundary of the influence area for both Auburn Municipal Airport and Lincoln Regional Airport is nearly the same under both the old and new plans. The slight difference at Auburn reflects the planned extension of the runway. For Lincoln, the new plan adds an area along the precision instrument approach corridor to the north. In each instance, though, it should be noted that the new plan establishes limitations on residential densities and nonresidential intensities in locations where height limits are the only restrictions under the old plan.

The degree of restrictiveness applicable to land uses in the vicinity of each airport is greater in some locations and less in others under the new plan compared to the previous plans. Where restrictiveness is increased, it is mostly a reflection of safety concerns and, to a lesser extent, noise and over-

flight considerations. General aviation aircraft accident data presented in Caltrans' 1993 *Airport Land Use Planning Handbook* indicates that significant risks exist near the ends of runways, but not just within the runway protection zones and approach zones. The new compatibility zones thus take into account the turning movements of aircraft approaching and departing the runways. Also, the new policies are more specific than the previous ones with respect to restricting the intensity (measured in term of the number of people per acre) of nonresidential uses. Overflight factors are incorporated into the compatibility criteria not so much in the form of land use restrictions, but in terms of buyer awareness measures. A key component of the new policies addresses the fact that some people may be bothered by the frequent overflight of aircraft which occurs in the vicinity of an airport.

Auburn Municipal Airport

Appendices G1 and G2 summarize the differences between the new and old ALUC plans for Auburn Municipal Airport in tabular and map form. Specific differences are highlighted in the following paragraphs.

- **Compatibility Zone A** — This zone encompasses the old plan's Safety Area 1 and most of its 60-dB CNEL contour. The new boundaries are adjusted to reflect the planned runway extension. Both plans restrict uses to certain aviation-related functions, open space, and some agricultural uses. In both cases, the affected area is on airport property.
- **Compatibility Zone B1** — With regard to safety, *Zone B1* is equivalent to the old Safety Area 2, but covers a larger area. Also, *Zone B1* restricts nonresidential uses to a maximum of 25 people per acre at any time, whereas Safety Zone 2 allowed a 24-hour average of up to 25 people per acre with up to 50 people per acre at any one time. The allowable residential development density is reduced from 0.5 dwelling units per acre under the old plan to 0.1 under the new plan. With regard to noise, *Zone B1* encompasses most of the currently projected 60-dB CNEL noise impact area. (The noise contours used in the new plan are the ones calculated for the *Environmental Impact Report* prepared in conjunction with the 1996 *Airport Master Plan*.) Because of different activity level assumptions, the new 60-dB CNEL contour is almost as large as the previous 55-dB CNEL contour.
- **Compatibility Zone B2** — In the area adjacent to the runway, the 1987 compatibility plan was concerned only with noise impacts, not safety concerns. The noise contours used in the 1999 plan are wider than those depicted in the 1987 plan, particularly around the eastern end of the runway. With regard to safety, the new plan precludes high-intensity uses adjacent to the runway. These restrictions are a reflection of the aircraft accident data presented in the 1993 Caltrans *Airport Land Use Planning Handbook* which indicate that a moderate degree of risk is present in areas close to the sides of runways.
- **Compatibility Zone C1** — Within the new *Zone C1*, the criterion for maximum residential density is 0.5 dwelling units per acre. This standard is the same as in the Safety Zone 3 un-

der the old plan for Auburn Municipal Airport. The affected area is longer and narrower under the new plan than the old one, however. It encompasses additional property to the east and west, but eliminates most of the land beneath the relatively little used north-side airport traffic pattern. Most of the newly restricted property is already developed or is planned for nonresidential uses, thus the practical effect of this increased restrictiveness on residential development potential is expected to be minimal.

Nonresidential development within *Zone C1* will now be limited to an intensity of no more than 50 people per acre. This criterion will preclude many retail uses — particularly intensive, “regional” shopping centers — multi-story offices, and hotels. Schools and hospitals also are explicitly prohibited. Under the old plan, most nonresidential uses are unrestricted in *Safety Zone 3* except for prohibition on stadiums, auditoriums, theaters, and several heavy industrial uses which could pose hazards to flight. The old plan, though, also has a standard limiting structural coverage to a maximum of 35% of the parcel. The net effect is that the types of nonresidential uses allowed in this area under the old and new plans is probably similar.

- **Compatibility Zone C2** — Except north of the airport, *Zone C2* covers areas not within either the noise or safety zones of the previous plan. There are two notable consequences to this expansion. First, some high-intensity uses permitted under the old plan may now be precluded by the 100-people-per-acre limit of the new plan. Secondly, the prohibition on children’s schools, hospitals, and nursing homes now covers a wider area.
- **Compatibility Zone D and Height Review Overlay Zone** — Compatibility criteria applicable within new *Zone D* and the *Height Review Overlay Zone* are mostly concerned with limits on the height of objects and avoidance of other hazards to flight. In this regard, the new policies are similar to the previous ones and have similar geographic coverage. In addition, the *Zone D* criteria address the need to avoid land uses for which the consequences would be potentially catastrophic if an aircraft accident should occur at the site. Specifically prohibited are spectator-oriented sports stadiums, amphitheaters, concert halls, and buildings having more than three habitable floors above ground. An additional difference between the old and new plans is that the recommendation for real estate disclosure applies to the entire airport influence area defined in the new plan, including *Zone D*.

Lincoln Regional Airport

A tabular and map summary of the differences between the new and old ALUC plans for Lincoln Regional Airport is contained in Appendices G3 and G4. The following paragraphs describe specific differences.

- **Compatibility Zone A** — *Zone A* is similar to the old *Safety Zone 1* and covers similar areas mostly on airport property. However, some private property south of the airport was not previously in *Safety Zone 1*, but is now in *Zone A*, thus restricting future development.

- **Compatibility Zone B1** — *Zone B1* is similar in concept to the old Safety Area 2, but it also encompasses most of the projected 55-dB CNEL contour. To the north, however, *Zone B1* is 2,500 feet shorter than Safety Area 2. Even though this end of the runway has a precision instrument approach procedure, placing the area in *Compatibility Zone C1* is more consistent with the degree of noise and safety concerns involved. Future residential development is restricted to 1.0 dwelling unit per 10 acres under the new plan compared to 2.0 and 5.0 dwelling units per acre inside Safety Area 2 and the inner 1.0 mile of Safety Area 3, respectively, in the old plan. Also, *Zone B1* covers a larger area and restricts nonresidential uses to a maximum of 25 people per acre at any time, whereas Safety Zone 2 allowed a 24-hour average of up to 25 people per acre with up to 50 people per acre at any one time. Most of *Zone B1* is planned for compatible industrial or continued agricultural uses.
- **Compatibility Zone B2** — This zone encompasses the area adjacent to the existing and proposed runways which were essentially unrestricted under the old plan. The new criteria will preclude high-intensity uses. Most of the affected land is on airport property.
- **Compatibility Zone C1** — The width of *Zone C1* matches the inner 1-mile width of the previous Safety Area 3A, but the length is greater. The maximum allowable residential density is reduced from 5.0 dwelling units per acre under the old plan to 0.5 under the new plan, thus precluding major subdivisions. Nonresidential uses, previously mostly unrestricted, are now subject to a 50-people-per-acre limitation. Additionally, uses such as schools and hospitals are specifically prohibited. The newly restricted areas are currently planned to remain agricultural or to be developed with industrial uses.
- **Compatibility Zone C2** — *Zone C2* encompasses about half of the eastern and western sides of the old Safety Area 3B. Residential development is unrestricted in both plans. The new plan adds prohibitions on schools, hospitals, and intensive nonresidential activities having more than 100 people per acre. Except the area within the Lincoln city limits southeast of the airport, lands within *Zone C2* are expected to remain in agricultural production.
- **Compatibility Zone D and Height Review Overlay Zone** — *Zone D* includes part of the old Safety Zone 3B plus areas outside the old safety zone boundaries. Points noted in the preceding comparison for Auburn Municipal Airport also apply to *Zone D* and the *Height Review Overlay Zone* at Lincoln Regional Airport.

PROCEDURAL POLICIES

The procedural aspects of airport land use commission compatibility reviews are more fully defined in the 1999 plan. The new policies repeat some of the *Rules and Procedures* and the *Administrative Procedures* previously adopted by the Placer County Airport Land Use Commission. Generally, though, the new procedural policies are supplemental to the other operating guidelines and are not intended as a replacement of them.

Most significant among the new procedural policies is a more complete identification of which types of land use and airport-related actions are required to be reviewed by the ALUC. ALUC review of certain types of actions — particularly general plan and zoning changes — is mandatory under state law. Decisions on these types of actions must be made by the ALUC and cannot be delegated to staff. Furthermore, other land use actions may also present compatibility issues which appropriately should be addressed by the commission. The new policies list a set of *major land use actions* which should initially be reviewed by the ALUC secretary and forwarded to the commission if significant compatibility issues are apparent.

Another procedural matter covered in the new plan is the types of information to be submitted to the commission in conjunction with a project review. A project referral form is included as Appendix E of this document.

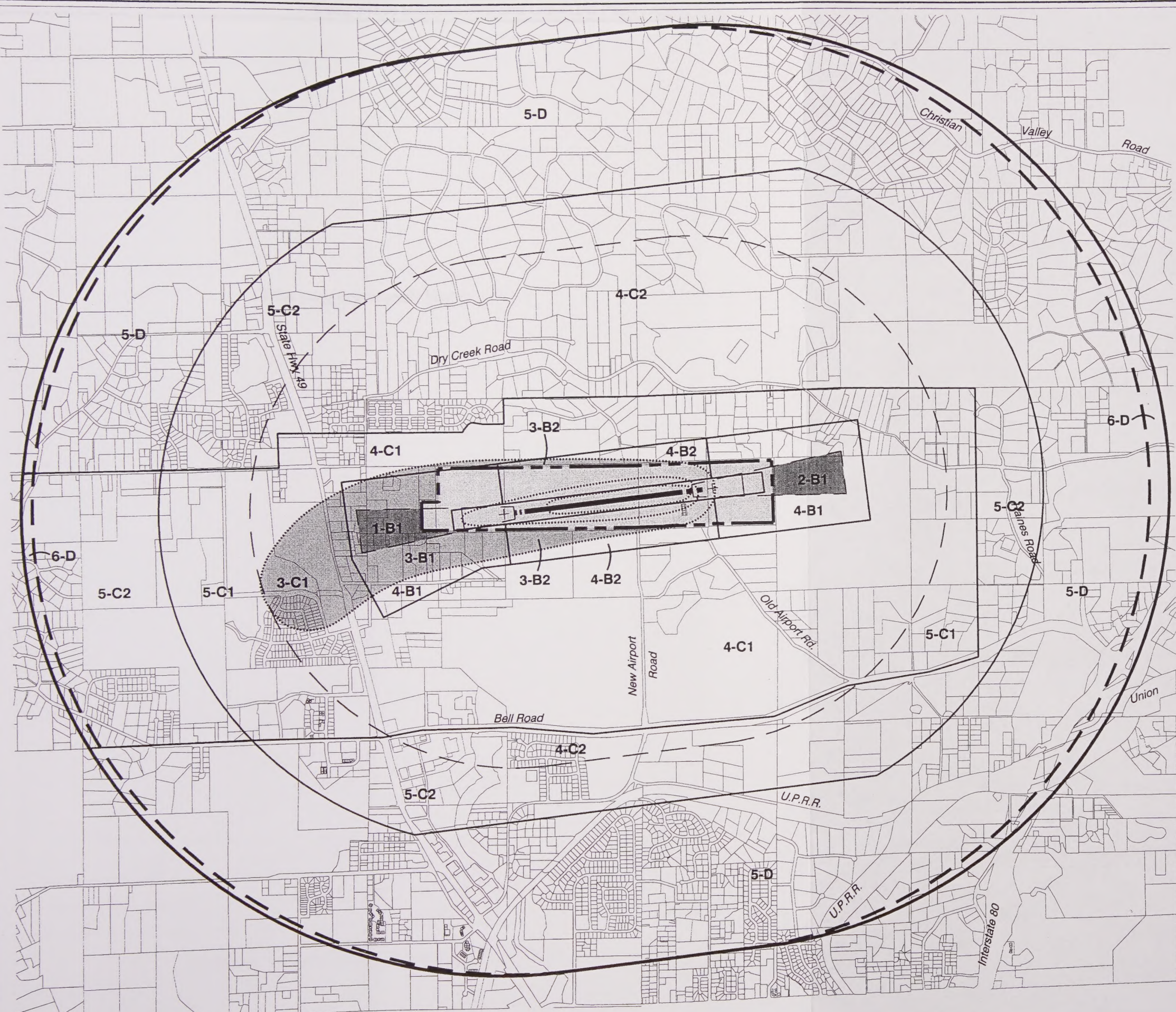
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Compatibility Criteria from Old Plan	Max. Res.	► 1 d.u./2 acres	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				
	Maximum Nonresidential	► 50 people/acre (25 people/acre average over 24 hours)	✓	✓												
		► 50 people/acre for churches & motels			✓	✓	✓	✓	✓	✓	✓	✓				
		► No limit for other uses														
	Prohibited Uses	► Retail uses	✓	✓												
		► Hazardous industries	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				
		► Schools, hospitals	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				
		► Stadiums, theaters, etc.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				
	Other Conditions	► Noise easement required for residential uses	✓		✓	✓										
		► Max. 35% structural coverage for retail uses			✓	✓		✓	✓	✓	✓	✓				
		► No visual, electronic, or bird strike hazards	✓	✓												
		► Height restrictions	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Proposed New Compatibility Criteria	Maximum Residential	► 1 d.u./10 acres	✓	✓	✓	✓		✓	✓							
		► 1 d.u./2 acres					✓			✓			✓			
		► No limit									✓	✓		✓	✓	✓
	Maximum Nonresidential	► 25 people/acre average (65 people/single acre with bonus)	✓	✓	✓			✓								
		► 50 people/acre average (130 people/single acre with bonus)				✓			✓							
		► 75 people/acre average (195 people/single acre with bonus)					✓			✓			✓			
		► 100 people/acre average (390 people/single acre with bonus)									✓			✓		
		► No limit										✓			✓	✓
	Prohibited Uses	► Children's schools	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		
		► Day care centers	✓	✓	✓	✓		✓	✓				✓	✓		
		► Hospitals; nursing homes	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		
		► Highly noise-sensitive uses	✓	✓	✓	✓	✓	✓	✓	✓			✓			
		► Spectator-oriented sports stadiums, etc.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		► Hazards to flight (including height limits)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Other Conditions	► Avigation easement dedication required	✓	✓	✓	✓		✓	✓							
		► Deed notice required					✓			✓	✓		✓	✓		
		► Real estate disclosure recommended	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		► 30% open land	✓	✓	✓	✓		✓	✓							
		► 20% open land					✓			✓			✓			
		► 10% open land									✓			✓		
		► 25 dB sound attenuation in residences & offices	✓	✓	✓	✓		✓	✓				✓			
		► 20 dB sound attenuation in residences & offices					✓			✓			✓			

Source: Shutt Moen Associates (April 27, 2000)

Appendix G1

Comparison Between Old and New Compatibility Criteria

Auburn Municipal Airport



Legend

Airport Property

Existing Plan

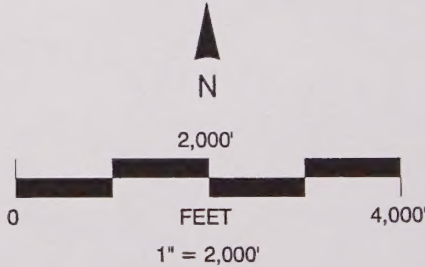
- Airport Influence Boundary
- Noise Impact Area (55 CNEL)
- Safety Zone 2
- Safety Zone 3

Area

- 1= in Safety Zone 2, inside 55 CNEL
- 2= in Safety Zone 2, outside 55 CNEL
- 3= in Safety Zone 3, inside 55 CNEL
- 4= in Safety Zone 4, outside 55 CNEL
- 5= not in any safety zone
- 6= not in plan boundary

Proposed Plan

- Compatibility Zones (A, B1, B2, C1, C2, D)
- Airport Influence Area



Source: Shutt Moen Associates (April 2000)

Comparison between Old and New Compatibility Zones
Auburn Municipal Airport

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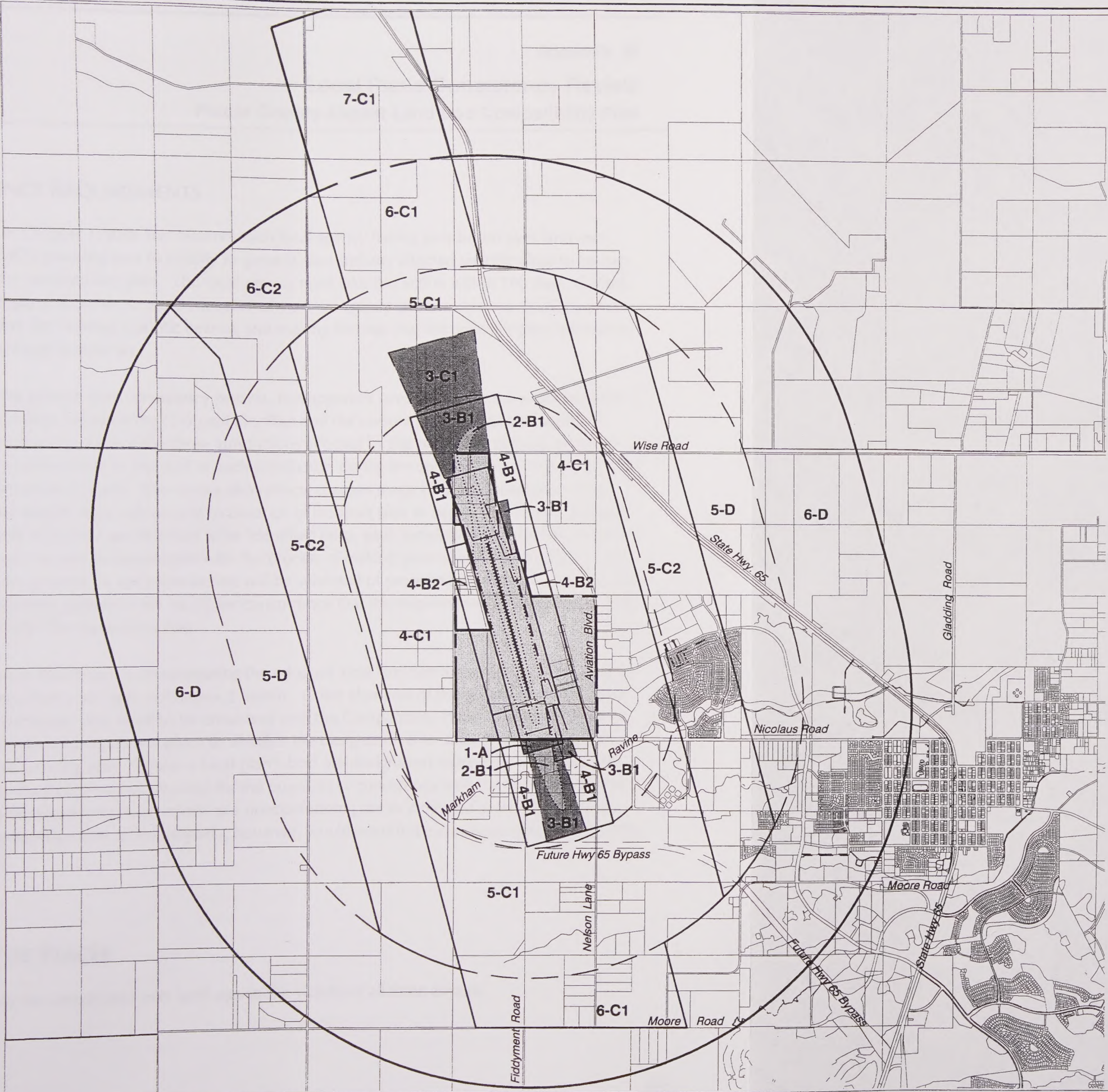
		Map Location:	1-A	2-B1	3-B1	3-C1	4-B1	4-B2	4-C1	5-C1	5-C2	5-D	6-C1	6-C2	6-D	7-C1
Compatibility Criteria from Old Plan	Max. Res.	▶ No new dwelling units	✓													
		▶ 2 d.u./acre		✓	✓	✓										
		▶ 5 d.u./acre					✓	✓	✓							
	Max. Nonres'l	▶ 10 people/acre	✓													
		▶ 50 people/ac. (25 people/ac. avg. over 24 hrs.)		✓	✓	✓										
		▶ 6 persons under care in hospitals, custodial care, or preschool					✓	✓	✓	✓	✓	✓				
	Prohibited Uses	▶ Permanent structures	✓													
		▶ Retail uses; hazardous industries	✓	✓	✓	✓										
		▶ Schools, hospitals	✓	✓	✓	✓										
		▶ Stadiums, theaters, etc.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				
	Other Conditions	▶ Noise insulation required for residential uses		✓												
		▶ No visual, electronic, or bird strike hazards	✓	✓	✓	✓										
		▶ Height restrictions	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Proposed New Compatibility Criteria	Maximum Residential	▶ No new dwelling units	✓													
		▶ 1 d.u./10 acres		✓	✓		✓	✓								
		▶ 1 d.u./2 acres				✓			✓	✓			✓			✓
		▶ No limit									✓	✓		✓	✓	
	Maximum Nonresidential	▶ 10 people/acre average	✓													
		▶ 25 people/acre average (65 people/single acre with bonus)		✓	✓		✓									
		▶ 50 people/acre average (130 people/single acre with bonus)						✓								
		▶ 75 people/acre average (195 people/single acre with bonus)				✓			✓	✓			✓			✓
		▶ 100 people/acre average (390 people/single acre with bonus)									✓			✓		
		▶ No limit										✓			✓	
	Prohibited Uses	▶ No new structures	✓													
		▶ Children's schools	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		✓
		▶ Day care centers	✓	✓	✓		✓	✓								
		▶ Hospitals; nursing homes	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		✓
		▶ Highly noise-sensitive uses	✓	✓	✓	✓	✓	✓	✓	✓			✓			✓
		▶ Spectator-oriented sports stadiums, etc.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		▶ Hazards to flight (including height limits)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Other Conditions	▶ Avigation easement dedication required	✓	✓	✓		✓	✓					✓	✓		✓
		▶ Deed notice required				✓			✓	✓	✓		✓	✓		✓
		▶ Real estate disclosure recommended	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		▶ 30% open land		✓	✓		✓	✓								
		▶ 20% open land				✓			✓	✓			✓			✓
		▶ 10% open land									✓			✓		
		▶ 25 dB sound attenuation in residences & offices		✓	✓		✓	✓								
		▶ 20 dB sound attenuation in residences & offices				✓			✓	✓			✓			✓

Source: Shutt Moen Associates (April 27, 2000)

Appendix G3

Comparison Between Old and New Compatibility Criteria

Lincoln Regional Airport



Legend

Airport Property

Existing Plan

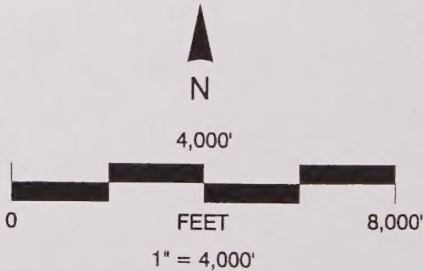
- Airport Influence Boundary
- Noise Impact Area (69 CNEL)
- Safety Zone 1
- Safety Zone 2
- Safety Zones 3A & 3B

Area

- 1= in Safety Zone 1
- 2= in Safety Zone 2, inside 60 CNEL
- 3= in Safety Zone 2, outside 60 CNEL
- 4= in Safety Zone 3A
- 5= in Safety Zone 3B
- 6= not in any Safety Zone
- 7= outside old plan boundary

Proposed Plan

- Compatibility Zones (A, B1, B2, C1, C2, D)
- Airport Influence Area



Source: Shutt Moen Associates (October 25, 2000)

Local Plans Consistency Review
Placer County Airport Land Use Compatibility Plan

CONSISTENCY REQUIREMENTS

As indicated in Chapter 1, state law requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan. The local agency must take this action within 180 days of when the ALUC adopts or amends its plan. Alternatively, a local agency can override the ALUC by a two-thirds vote after first holding a public hearing and making findings that the agency's plans are consistent with the intent of state law.

To facilitate the general plan consistency process, this appendix contains an overview of the consistencies and conflicts between the *Compatibility Plan* and the current general plan and applicable specific or community plans of the three jurisdictions affected by the plan. The analysis which follows includes issues noted by the staff of each jurisdiction during the course of the *Compatibility Plan* review and adoption process. The review also reflects changes made to the compatibility criteria and individual airport maps subsequent to issuance of the draft plan in September 1999. Although all major points of conflict are believed to be identified here, each jurisdiction will need to conduct a more systematic review in conjunction with the process of making general plan modifications. The final step in this process for each jurisdiction will be submittal of proposed general plan changes and other implementing actions to the ALUC for concurrence that the requirements for consistency with the *Compatibility Plan* have been met.

The emphasis in this review is on comparing the adopted local land use designations with the compatibility zone criteria set forth in Chapter 2 herein. Other elements of the general plans (the noise elements in particular) also need to be consistent with the *Compatibility Plan*. With regard to land use designations, consideration is given to whether the designation is for future development or merely reflects existing uses. Where a local plan's land use designation represents an existing use, changing the designation is not required for the purposes of consistency with the *Compatibility Plan*. The existing development could remain as a nonconforming use as indicated in the plan policies. Any future redevelopment of the property, however, would need to be consistent with *Compatibility Plan* criteria.

COUNTY OF PLACER

Placer County has jurisdiction over land uses in the vicinity of all three airports.

- **Land Use Designations, Auburn Municipal Airport Vicinity** — Although Auburn Municipal Airport vicinity lies within the city of Auburn sphere of influence, all but the airport itself and part of the adjacent industrial area is currently unincorporated Placer County territory. County land use designations for this area are established by the *Auburn/Bowman Community Plan* adopted by the county Board of Supervisors in 1994.
- ▶ *Zone A* lies on airport property and solely within the Auburn city limits.
 - ▶ Most of the unincorporated land within *Zone B1* is designated for industrial uses. This designation is consistent with the *Zone B1* criteria provided that specific uses are limited to warehousing, mini-storage, and other low-intensity activities having no more than 25 people per acre. A substantial portion of the area is already developed. Most of the existing uses appear to be of a type which would meet the intensity criteria. However, the existing convalescent hospital is an incompatible use. It could remain as a nonconforming use, but expansion would be restricted.
 - ▶ East of the airport, *Zone B1* overlays existing rural residential development (minimum 2.3-acre parcel size) and a large (160-acre) block of undeveloped land designated rural estate (4.6- to 10.0-acre parcel size). The *Compatibility Plan* will require that any new residential development of the roughly 55-acre portion of the rural estate parcel which lies within *Zone B* contain no more than five parcels (that is, a density of no more than 0.1 dwelling units per acre). The existing rural residential development would remain — and any vacant parcels could be built upon — as nonconforming uses.
 - ▶ Very little of *Zone B2* around Auburn Municipal Airport extends into unincorporated areas. Most of the affected area is existing residential development north of the runway. Limitations on intensity of uses could affect some remaining undeveloped light industrial lands southeast of the airport.
 - ▶ The western end of *Zone C1* encompasses a mixture of land designations, including commercial, industrial, and low- and medium-density residential. The majority of the area is already developed. The commercial and industrial uses are predominantly low-intensity and consistent with the 75-people-per-acre limit set by the *Compatibility Plan*. Additional development of a similar character would be compatible. Typical, “big-box” type retail uses would be precluded, however. The existing mobile home parks and other residential development are not consistent with the 0.5-dwelling-units-per-acre criterion of *Zone C1*, but would continue as nonconforming uses. Two existing schools (Chana High School and Rock Creek Elementary School) in the zone are inconsistent with the compatibility criteria. These facilities should not be expanded. The same limitation applies with regard to future expansion of Auburn Faith Community Hospital. No conflicts between *Compatibility Plan* criteria and either existing development or land use designations are apparent within the remainder of *Zone C1*.

- ▶ *Zone C2* (as revised from the draft plan) consists primarily of existing and planned rural residential development, plus some higher-density residential areas west and southwest of the airport. These uses are all consistent with the compatibility criteria. The *Zone C2* limitation on usage intensities for nonresidential development is potentially a constraint with regard to large shopping centers, theaters, office complexes, and other such high-intensity uses. Future land uses within *Zone C2* which might be affected include the northeastern edge of the Placer County government complex (DeWitt Center) and expansion of existing retail centers along Highway 49 south of Bell Road.
- ▶ *Zone D* criteria (as revised from the draft plan) restrict only very-high-intensity uses such as spectator-oriented sports facilities and concert halls. No development of this type is currently indicated on local plans for locations within this zone.

- **Land Use Designations, Blue Canyon Airport Vicinity** — The *Placer County General Plan* and associated zoning designate most of the Blue Canyon Airport vicinity as timberland. Except for the need to restrict tree height in locations close to the runway, this designation is consistent with the *Compatibility Plan*.

The miscellaneous facilities which have been constructed around the airport apron area on the east side of the runway are on U.S. Forest Service property. Federal lands are not subject to ALUC or Placer County land use jurisdiction. Nevertheless, the Forest Service should take airport land use compatibility criteria into account when considering future uses of land near the airport.

- **Land Use Designations, Lincoln Regional Airport Vicinity** — Nearly all of the unincorporated land in the vicinity of Lincoln Regional Airport is currently in agricultural production on large parcels. Land use designations in the *Placer County General Plan* indicate these uses to remain unchanged. These designations are basically consistent with the *Compatibility Plan*. However, certain types of activities often allowed within agricultural zones — such as farm worker housing, food processing plants, and poultry farms — are unacceptable within certain parts of the airport environs.

The only location not designated agricultural is the existing rural residential subdivision immediately south of the airport. Most of the parcels in this area are 5.0 acres or larger. The *Compatibility Plan* standard of no more than 0.1 dwelling units per acre (10-acre parcels) within *Zone B1* would preclude splitting the few remaining 10-to-20-acre lots. The compatibility policies, though, will allow a new dwelling to be built on any vacant lot regardless of the parcel size.

- **Noise Compatibility Criteria** — The *ALUC Compatibility Plan* considers 60 dB CNEL to be the maximum normally acceptable noise level for new residential uses in the vicinity of airports. The noise policies within the *Placer County General Plan* and the *Auburn/Bowman Community Plan* set the same basic limit, but allow exceptions for a noise exposure up to 65 dB CNEL if adequate exterior noise level reduction measures are implemented and interior

noise levels do not exceed 45 dB CNEL. No change in the current county policy is necessary for consistency purposes. However, in application of the policy, it should be recognized that aviation-related noise barriers are practical only with regard to noise created by aircraft while on the runway or run-up pad, not while in the air.

- **Other Compatibility Criteria** — The *Auburn/Bowman Community Plan* summarizes height limit and safety criteria contained in the *Auburn Airport Comprehensive Land Use Plan* and further incorporates the complete plan by reference. Similar action with regard to the new *Airport Land Use Compatibility Plan* would help assure that the two plans are consistent as required by law. Furthermore, county plans and/or the zoning ordinance should include specific reference to other compatibility criteria such as intensity limits on nonresidential uses and real estate disclosure requirements in order to be fully consistent with the *Compatibility Plan*. This could be accomplished by expansion of the county's existing Aircraft Overflight combining district zoning ordinance.
- **Relationship to ALUC** — Placer County plans acknowledge the function of the Placer County ALUC and the need to review development projects for consistency with the *Airport Land Use Compatibility Plan*. The present policies are satisfactory even though no specific mention is made of the requirement for certain actions to be submitted to the ALUC for review. In implementation of the policies, the county has historically submitted appropriate land use actions to the ALUC and should continue to do so.

CITY OF AUBURN

Although only the airport itself and some of the adjacent industrial park are within the Auburn city limits, most of the Auburn Municipal Airport environs are within the city's sphere of influence and are addressed by the 1992 *City of Auburn General Plan*.

- **Land Use Designations** — The city's land use designations for the unincorporated portion of the airport environs are, with minor exceptions, comparable to the county designations. The preceding comments regarding the county's *Auburn/Bowman Community Plan* thus apply to the *City of Auburn General Plan* as well. Lands within the city limits are designated as Industrial and Public in the *General Plan* and are zoned as Airport Industrial with Design Control. These designations do not conflict with the compatibility criteria set by the *Compatibility Plan*. However, some restrictions to prevent high-intensity development close to the sides of the runway would be required for consistency with the *Compatibility Plan*. The prohibition on day care centers within *Zone B2* also is a factor with regard to a portion of the industrial park south of the airport.
- **Noise Compatibility Criteria** — The city has adopted the same noise policies as contained in Placer County plans. The comments above thus also apply to the *Auburn General Plan*.

- **Other Compatibility Factors** — The city's *General Plan* does not explicitly address airport-related safety, airspace protection, or overflight issues. Indirectly, though, these concerns are covered by the city's adoption of the previous compatibility plan for Auburn Municipal Airport. City adoption of the new *Compatibility Plan* would be one means of complying with the requirement for consistency between the city and ALUC plans. Implementation of these policies could be accomplished by city adoption of an airport environs combining zone such discussed above with respect to county policies and as outlined in Appendix F of this *Compatibility Plan*.
- **Relationship to ALUC** — A *General Plan* policy states that the city will abide by the criteria included in the airport compatibility plan. City policy also says that the city will "continue participation with the Airport Land Use Commission." Implementation of this policy is presumed to include referring proposed land use and airport development actions to the ALUC as appropriate.

CITY OF LINCOLN

The planning area addressed by the 1988 *Lincoln General Plan* includes the airport, land to the east, and limited property to the north.

- **Land Use Designations** — Land uses indicated on the city's *General Plan* map are basically consistent with the *Airport Land Use Compatibility Plan*.
 - ▶ All of the Zone A land lying within the city limits is airport property and designated for airport purposes.
 - ▶ Incorporated areas within Zones B1 and B2 are designated either Industrial Planned Development, Agricultural, or Open Space and most is on airport property. The planned development classification enables the city to apply any restrictions necessary to assure that development is consistent with the *Compatibility Plan* criteria. The eastern edge of the Zone B2 boundary skirts the airport flightline, but is intended to allow the usual types of airport-related facilities including a small terminal building and restaurant.
 - ▶ Nearly all of Zone C1 is planned for various categories of industrial uses. Some of this land is already developed. The overall character of the industrial development planned for this area is consistent with the Zone C1 compatibility criteria. A small piece of a large, existing, residential subdivision lies just inside the eastern edge of Zone C1. The density exceeds the criteria for the zone, thus making it a nonconforming use with respect to criteria in this *Compatibility Plan*. The only other land uses within the city portion of Zone C1 are open space and the existing city sewage treatment plant. The city anticipates closing the existing sewage treatment plant in 2003. Conversion of the property to industrial uses on the western portion and residential uses on the eastern portion is con-

templated. Typical uses of this type would be consistent with the *Compatibility Plan* density/intensity criteria. A portion of the proposed replacement treatment plant is also situated within *Zone C1*, but at the southern edge. As long as this portion of the new facility is designed in a manner which does not cause bird attraction to become a problem, this land use is consistent with the *Compatibility Plan* criteria.

- ▶ The principle concern with regard to future land uses within *Compatibility Zone C2* is the city's planned community sports complex, the site for which is situated along the eastern edge of this zone. If this facility is designed to be primarily recreation oriented, it would comply with the intensity limitations of this zone. However, if the emphasis is on spectator sports — with extensive bleacher seating and/or paid admissions, for example — then the facility probably would not meet the *Zone C2* criteria.
- ▶ No compatibility conflicts are apparent with regard to *Compatibility Zone D*. A school site originally proposed in the draft *Compatibility Plan* to be in *Zone C2* is now in *Zone D* and is an acceptable land use.

- **Noise and Safety Policies** — Policies in the city's *General Plan* require that development around the airport be consistent with the noise and safety policies and land use compatibility guidelines contained in the approved Airport Land Use Commission plan. In effect, the city has incorporated ALUC policies by reference. A city resolution to specifically acknowledge the new *Compatibility Plan* would nevertheless be advisable to avoid potential for confusion over which set of ALUC policies are in effect.
- **Other Compatibility Policies** — The city has required buyer awareness measures — a deed notice or reference in covenants, conditions, and restrictions — to be established as part of the approval of residential subdivisions within the airport influence area. This practice should be continued with regard to any new development in the expanded airport influence area of the new *Compatibility Plan*.
- **Relationship to ALUC** — The *Lincoln General Plan* does not contain any specific mention of the requirement that specific land use and airport-related actions be submitted to the ALUC for review. If the city has not adopted such a policy in some other format, a resolution to that effect would be necessary in order for the *General Plan* to be considered fully consistent with the *Compatibility Plan*.

Glossary of Terms
Placer County Airport Land Use Compatibility Plan

Air Carriers: The commercial system of air transportation, consisting of the certificated air carriers, air taxis (including commuters), supplemental air carriers, commercial operators of large aircraft, and air travel clubs.

Air Installation Compatible Use Zone (AICUZ): A land use compatibility plan prepared by the U.S. Department of Defense for military airfields. AICUZ plans serve as recommendations to local government bodies having jurisdiction over land uses surrounding these facilities.

Aircraft Accident: An occurrence incident to flight in which, as a result of the operation of an aircraft, a person (occupant or nonoccupant) receives fatal or serious injury or an aircraft receives substantial damage.

- Except as provided below, *substantial damage* means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component.
- Engine failure, damage limited to an engine, bent fairings or cowlings, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered substantial damage.

Aircraft Incident: A mishap associated with the operation of an aircraft in which neither fatal or serious injuries nor substantial damage to the aircraft occur.

Aircraft Mishap: The collective term for an aircraft accident or an incident.

Aircraft Operation: The airborne movement of aircraft at an airport or about an en route fix or at other point where counts can be made. There are two types of operations: local and itinerant. An operation is counted for each landing and each departure, such that a touch-and-go flight is counted as two operations. (FAA Stats)

Airport: An area of land or water that is used or intended to be used for the landing and taking off of aircraft, and includes its buildings and facilities, if any. (FAR 1)

Airport Elevation: The highest point of an airport's usable runways, measured in feet above mean sea level. (AIM)

Airport Land Use Commission (ALUC): A commission authorized under the provisions of California Public Utilities Code, Sections 21670 et seq. and established (in any county within which a public-use airport is located) for the purpose of promoting compatibility between airports and the land uses surrounding them.

Airport Layout Plan (ALP): A scale drawing of existing and proposed airport facilities, their location on an airport, and the pertinent clearance and dimensional information required to demonstrate conformance with applicable standards.

Airport Master Plan (AMP): A long-range plan for development of an airport, including descriptions of the data and analyses on which the plan is based.

Airport Reference Code (ARC): A coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at an airport. (Airport Design AE)

Airports, Classes of: For the purposes of issuing a Site Approval Permit, the California Department of Transportation Aeronautics Program classifies airports into the following categories. (CAC)

- **Agricultural Airport or Heliport:** An airport restricted to use only by agricultural aerial applicator aircraft (FAR Part 137 Operators).
- **Emergency Medical Services (EMS) Landing Site:** A site at or as near as practical to a medical emergency; a transfer point; or a site at or near a medical facility preselected and approved by an officer authorized by a public safety agency, using criteria deemed reasonable and prudent by that public safety agency, used for the landing and taking off of EMS helicopters, but not designed or used exclusively for helicopter flight operations.
- **Heliport on Offshore Oil Platform:** A heliport located on a structure in the ocean, not connected to the shore by pier, bridge, wharf, dock, or breakwater, used in the support of petroleum exploration or production.
- **Personal-Use Airport:** An airport limited to the non-commercial use of an individual owner or family and an occasional invited guest.
- **Public-Use Airport:** A publicly or privately owned airport that offers the use of its facilities to the public without prior notice or special invitation or clearance and that has been issued a California Airport Permit by the Aeronautics Program of the California Department of Transportation.
- **Seaplane Landing Site:** An area of water used, or intended for use, for landing and taking off of seaplanes.
- **Special-Use Airport or Heliport:** An airport not open to the general public, access to which is controlled by the owner in support of commercial activities, public services, and/or personal use.

- **Temporary Helicopter Landing Site:** A site for purposes other than emergency medical service operations which is used, but not exclusively, for landing and taking off of helicopters. These sites are generally limited to one year, except for recurrent annual events and public safety agency operations. No site may be used as a temporary helicopter landing site except in an emergency, or unless it is in accordance with 14 CFR (FARs), Public Utilities Code 21000, et seq. and local ordinances.

Ambient Noise Level: The level of noise that is all-encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the receiver.

Approach Protection Easement: A form of easement which both conveys all of the rights of an aviation easement and sets specified limitations on the type of land uses allowed to be developed on the property.

Approach Speed: The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as for aircraft weight and configuration. (AIM)

Avigation Easement: A type of easement which typically conveys the following rights:

- A right-of-way for free and unobstructed passage of aircraft through the airspace over the property at any altitude above a surface specified in the easement (usually set in accordance with FAR Part 77 criteria).
- A right to subject the property to noise, vibrations, fumes, dust, and fuel particle emissions associated with normal airport activity.
- A right to prohibit the erection or growth of any structure, tree, or other object that would enter the acquired airspace.
- A right-of-entry onto the property, with proper advance notice, for the purpose of removing, marking, or lighting any structure or other object that enters the acquired airspace.
- A right to prohibit electrical interference, glare, misleading lights, visual impairments, and other hazards to aircraft flight from being created on the property.

Based Aircraft: Aircraft stationed at an airport on a long-term basis.

California Environmental Quality Act (CEQA): Statutes adopted by the state legislature for the purpose of maintaining a quality environment for the people of the state now and in the future. The Act establishes a process for state and local agency review of projects, as defined in the implementing guidelines, which may adversely affect the environment.

Ceiling: Height above the earth's surface to the lowest layer of clouds or obscuring phenomena. (AIM)

Circling Approach/Circle-to-Land Maneuver: A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or not desirable. (AIM)

Combining District: A zoning district which establishes development standards in areas of special concern over and above the standards applicable to basic underlying zoning districts.

Commercial Activities: Airport-related activities which may offer a facility, service or commodity for sale, hire or profit. Examples of commodities for sale are: food, lodging, entertainment, real estate, petroleum products, parts and equipment. Examples of services are: flight training, charter flights, maintenance, aircraft storage, and tiedown. (CAC)

Commercial Operator: A person who, for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier. (FAR 1)

Community Noise Equivalent Level (CNEL): The noise metric adopted by the State of California for evaluating airport noise. It represents the average daytime noise level during a 24-hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime periods relative to the daytime period. (State Airport Noise Standards)

Compatibility Plan: As used herein, a plan, usually adopted by an Airport Land Use Commission, which sets forth policies for promoting compatibility between airports and the land uses which surround them. Often referred to as a *Comprehensive Land Use Plan (CLUP)*.

Controlled Airspace: Any of several types of airspace within which some or all aircraft may be subject to air traffic control. (FAR 1)

Day-Night Average Sound Level (DNL): The noise metric adopted by the U.S. Environmental Protection Agency for measurement of environmental noise. It represents the average daytime noise level during a 24-hour day, measured in decibels and adjusted to account for the lower tolerance of people to noise during nighttime periods. The mathematical symbol is L_{dn} .

Decibel (dB): A unit measuring the magnitude of a sound, equal to the logarithm of the ratio of the intensity of the sound to the intensity of an arbitrarily chosen standard sound, specifically a sound just barely audible to an unimpaired human ear. For environmental noise from aircraft and other transportation sources, an *A-weighted sound level* (sometimes abbreviated dBA) is normally used. The A-weighting scale adjusts the values of different sound frequencies to approximate the auditory sensitivity of the human ear.

Deed Notice: A formal statement added to the legal description of a deed to a property and on any subdivision map. As used in airport land use planning, a deed notice would state that the property is

subject to aircraft overflights. Deed notices are used as a form of buyer notification as a means of ensuring that those who are particularly sensitive to aircraft overflights can avoid moving to the affected areas.

Designated Body: A local government entity, such as a regional planning agency or a county planning commission, chosen by the county board of supervisors and the selection committee of city mayors to act in the capacity of an airport land use commission.

Displaced Threshold: A landing threshold that is located at a point on the runway other than the designated beginning of the runway (see *Threshold*). (AIM)

Easement: A less-than-fee-title transfer of real property rights from the property owner to the holder of the easement.

Equivalent Sound Level (L_{eq}): The level of constant sound which, in the given situation and time period, has the same average sound energy as does a time-varying sound.

FAR Part 77: The part of the Federal Aviation Regulations which deals with objects affecting navigable airspace.

FAR Part 77 Surfaces: Imaginary airspace surfaces established with relation to each runway of an airport. There are five types of surfaces: (1) primary; (2) approach; (3) transitional; (4) horizontal; and (5) conical.

Federal Aviation Administration (FAA): The U.S. government agency which is responsible for ensuring the safe and efficient use of the nation's airports and airspace.

Federal Aviation Regulations (FAR): Regulations formally issued by the FAA to regulate air commerce.

Findings: Legally relevant subconclusions which expose a government agency's mode of analysis of facts, regulations, and policies, and which bridge the analytical gap between raw data and ultimate decision.

Fixed Base Operator (FBO): A business which operates at an airport and provides aircraft services to the general public including, but not limited to, sale of fuel and oil; aircraft sales, rental, maintenance, and repair; parking and tiedown or storage of aircraft; flight training; air taxi/charter operations; and specialty services, such as instrument and avionics maintenance, painting, overhaul, aerial application, aerial photography, aerial hoists, or pipeline patrol.

General Aviation: That portion of civil aviation which encompasses all facets of aviation except air carriers. (FAA Stats)

Glide Slope: An electronic signal radiated by a component of an ILS to provide vertical guidance for aircraft during approach and landing.

Global Positioning System (GPS): A relatively new navigational system which utilizes a network of satellites to determine a positional fix almost anywhere on or above the earth. Developed and operated by the U.S. Department of Defense, GPS has been made available to the civilian sector for surface, marine, and aerial navigational use. For aviation purposes, the current form of GPS guidance provides en route aerial navigation and selected types of nonprecision instrument approaches. Even-
tual application of GPS as the principal system of navigational guidance throughout the world is anticipated.

Helipad: A small, designated area, usually with a prepared surface, on a heliport, airport, landing/takeoff area, apron/ramp, or movement area used for takeoff, landing, or parking of helicopters. (AIM)

Heliport: A site used for the landing and taking off of helicopters which consists of a takeoff and landing area, helipad/helideck, approach-departure paths, heliport imaginary surfaces, a functioning wind cone, and sufficient lighting.

Infill: Development which takes place on vacant property largely surrounded by existing development, especially development which is similar in character.

Instrument Approach Procedure: A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. It is prescribed and approved for a specific airport by competent authority (refer to *Nonprecision Approach Procedure* and *Precision Approach Procedure*). (AIM)

Instrument Flight Rules (IFR): Rules governing the procedures for conducting instrument flight. Generally, IFR applies when meteorological conditions with a ceiling below 1,000 feet and visibility less than 3 miles prevail. (AIM)

Instrument Landing System (ILS): A precision instrument approach system which normally consists of the following electronic components and visual aids: (1) Localizer; (2) Glide Slope; (3) Outer Marker; (4) Middle Marker; (5) Approach Lights. (AIM)

Instrument Operation: An aircraft operation in accordance with an IFR flight plan or an operation where IFR separation between aircraft is provided by a terminal control facility. (FAA ATA)

Instrument Runway: A runway equipped with electronic and visual navigation aids for which a precision or nonprecision approach procedure having straight-in landing minimums has been approved. (AIM)

Inverse Condemnation: An action brought by a property owner seeking just compensation for land taken for a public use against a government or private entity having the power of eminent domain. It is a remedy peculiar to the property owner and is exercisable by that party where it appears that the taker of the property does not intend to bring eminent domain proceedings.

Land Use Density: A measure of the concentration of land use development in an area. Mostly the term is used with respect to residential development and refers to the number of dwelling units per acre. Unless otherwise noted, policies in this compatibility plan refer to *gross* rather than *net* acreage.

Land Use Intensity: A measure of the concentration of nonresidential land use development in an area. For the purposes of airport land use planning, the term indicates the number of people per acre attracted by the land use. Unless otherwise noted, policies in this compatibility plan refer to *gross* rather than *net* acreage.

Large Airplane: An airplane of more than 12,500 pounds maximum certificated takeoff weight. (Airport Design AC)

Localizer (LOC): The component of an ILS which provides course guidance to the runway. (AIM)

Minimum Descent Altitude (MDA): The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is provided. (FAR 1)

Missed Approach: A maneuver conducted by a pilot when an instrument approach cannot be completed to a landing. (AIM)

National Transportation Safety Board (NTSB): The U.S. government agency responsible for investigating transportation accidents and incidents.

Navigational Aid (Navaid): Any visual or electronic device airborne or on the surface which provides point-to-point guidance information or position data to aircraft in flight. (AIM)

Noise Contours: Continuous lines of equal noise level usually drawn around a noise source, such as an airport or highway. The lines are generally drawn in 5-decibel increments so that they resemble elevation contours in topographic maps.

Noise Level Reduction (NLR): A measure used to describe the reduction in sound level from environmental noise sources occurring between the outside and the inside of a structure.

Nonconforming Use: An existing land use which does not conform to subsequently adopted or amended zoning or other land use development standards.

Nonprecision Approach Procedure: A standard instrument approach procedure in which no electronic glide slope is provided. (FAR 1)

Nonprecision Instrument Runway: A runway with an approved or planned straight-in instrument approach procedure which has no existing or planned precision instrument approach procedure. (Airport Design AC)

Obstruction: Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used therein, the height of which exceeds the standards established in Subpart C of Federal Aviation Regulations Part 77, *Objects Affecting Navigable Airspace*.

Overflight: Any distinctly visible and audible passage of an aircraft in flight, not necessarily directly overhead.

Overflight Easement: An easement which describes the right to overfly the property above a specified surface and includes the right to subject the property to noise, vibrations, fumes, and emissions. An overflight easement is used primarily as a form of buyer notification.

Overflight Zone: The area(s) where aircraft maneuver to enter or leave the traffic pattern, typically defined by the FAR Part 77 horizontal surface.

Overlay Zone: See *Combining District*.

Planning Area Boundary: An area surrounding an airport designated by an ALUC for the purpose of airport land use compatibility planning conducted in accordance with provisions of the State Aeronautics Act.

Precision Approach Procedure: A standard instrument approach procedure where an electronic glide slope is provided. (FAR 1)

Precision Instrument Runway: A runway with an existing or planned precision instrument approach procedure. (Airport Design AC)

Referral Area: The area around an airport defined by the planning area boundary adopted by an airport land use commission within which certain land use proposals are to be referred to the commission for review.

Runway Protection Zone (RPZ): An area (formerly called a *clear zone*) off the end of a runway used to enhance the protection of people and property on the ground. (Airport Design AC)

Safety Zone: For the purpose of airport land use planning, an area near an airport in which land use restrictions are established to protect the safety of the public from potential aircraft accidents.

Single-Event Noise: As used in herein, the noise from an individual aircraft operation or overflight.

Single Event Noise Exposure Level (SENEL): A measure, in decibels, of the noise exposure level of a single event, such as an aircraft flyby, measured over the time interval between the initial and final times for which the noise level of the event exceeds a threshold noise level and normalized to a reference duration of one second. SENEL is a noise metric established for use in California by the state Airport Noise Standards and is essentially identical to *Sound Exposure Level (SEL)*.

Site Approval Permit: A written approval issued by the California Department of Transportation Aeronautics Program authorizing construction of an airport in accordance with approved plans, specifications, and conditions. Both public-use and special-use airports require a site approval permit. (CAC)

Small Airplane: An airplane of 12,500 pounds or less maximum certificated takeoff weight. (Airport Design AC)

Sound Exposure Level (SEL): A time-integrated metric (i.e., continuously summed over a time period) which quantifies the total energy in the A-weighted sound level measured during a transient noise event. The time period for this measurement is generally taken to be that between the moments when the A-weighted sound level is 10 dB below the maximum.

Straight-In Instrument Approach: An instrument approach wherein a final approach is begun without first having executed a procedure turn; it is not necessarily completed with a straight-in landing or made to straight-in landing weather minimums. (AIM)

Taking: Government appropriation of private land for which compensation must be paid as required by the Fifth Amendment of the U.S. Constitution. It is not essential that there be physical seizure or appropriation for a *taking* to occur, only that the government action directly interferes with or substantially disturbs the owner's right to use and enjoyment of the property.

Terminal Instrument Procedures (TERPS): Procedures for instrument approach and departure of aircraft to and from civil and military airports. There are four types of terminal instrument procedures: precision approach, nonprecision approach, circling, and departure.

Threshold: The beginning of that portion of the runway usable for landing (also see *Displaced Threshold*). (AIM)

Touch-and-Go: An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway. (AIM)

Traffic Pattern: The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach. (AIM)

Visual Approach: An approach where the pilot must use visual reference to the runway for landing under VFR conditions.

Visual Flight Rules (VFR): Rules that govern the procedures for conducting flight under visual conditions. VFR applies when meteorological conditions are equal to or greater than the specified minimum—generally, a 1,000-foot ceiling and 3-mile visibility.

Visual Runway: A runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan. (Airport Design AC)

Zoning: A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established, as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within districts. A zoning ordinance consists of two parts: the text and a map.

Glossary Sources

FAR 1: *Federal Aviation Regulations Part 1, Definitions and Abbreviations.*

AIM: *Aeronautical Information Manual* (1998).

Airport Design AC: Federal Aviation Administration, *Airport Design Advisory Circular 150/5300-13.* (1993)

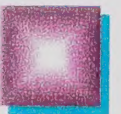
CAC: California Administrative Code, Title 21, *Aeronautics Program.*

FAA ATA: Federal Aviation Administration, *Air Traffic Activity.*

FAA Stats: Federal Aviation Administration, *Statistical Handbook of Aviation.*

NTSB: National Transportation and Safety Board.

Attachments



ARTMENT OF TRANSPORTATION
 ONAUTICS PROGRAM MS #40
 N STREET – Room 3300
 BOX 942874
 RAMENTO, CA 94274-0001
 VE (916) 654-4959
 (916) 653-9531



January 6, 2000

Mr. Ken Brody
 Shutt Moen Associates
 707 Aviation Boulevard
 Santa Rosa, CA 95403

Dear Mr. Brody:

Placer County Airport Compatibility Plan (CLUP)

The Department of Transportation (Caltrans), Aeronautics Program, has reviewed the Airport Layout Plan (ALP) for the Placer County Blue Canyon Airport. In accordance with Public Utilities Code Section 21675(a), the Aeronautics Program of Caltrans approves the use of the ALP for CLUP development purposes. We are returning a copy of the ALP with some comments on the document for your information.

The draft compatibility plan was also reviewed. We would offer one suggestion for your consideration on item 4.3.5 in Chapter 2, Section (d). It may be helpful to reference the FAA Order 5200.5A, "Waste Disposal Sites On or Near Airports" and Advisory Circular 150/5200-33, "Hazardous Wildlife Attractants On or Near Airports" in that section.

Should you have any questions regarding this information, do not hesitate to contact me at (916) 654-5553.

Sincerely,

CHRISTA-MARIA ENGLE
 Aviation Planner

RECEIVED

JAN 12 2000

SMA

Enclosure

Notice of Exemption

Appendix E

To: ☐ Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: (Public Agency) _____
Placer County Transportation Planning Agency
(Address)
550 High Street, Suite 107
Auburn, California 95603

☐ County Clerk
County of Placer County

Project Title: Placer County Airport Land Use Compatibility Plan

Project Location - Specific: All land within approx. 1.7 miles of runways of Auburn Municipal and Blue Canyon airports, 2.7 miles of runway at Lincoln Municipal Airport.

Project Location - City: Auburn and Lincoln Project Location - County: Placer

Description of Nature, Purpose, and Beneficiaries of Project:

Placer County Airport Land Use Commission adoption of Compatibility Plan for each public use airport in county as required by California PUC 21670 et seq.

Name of Public Agency Approving Project: Placer County Airport Land Use Commission

Name of Person or Agency Carrying Out Project: same

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☒ Categorical Exemption. State type and section number: Class 8 - Actions by Regulatory Agencies for Protection of the Environment
☐ Statutory Exemptions. State code number:

Reasons why project is exempt: The plan restricts future land use development in the vicinity of airports for purposes of noise and safety compatibility. Proposed criteria are more restrictive than ones currently in effect.

Lead Agency

Contact Person: Kathryn Mathews Area Code/Telephone/Extension: 530/823-4033

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: _____

Date: 10/31/00

Title: Executive Director

☒ Signed by Lead Agency

☐ Signed by Applicant

POSTED NOV 03 2000
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through 01/03/2001
JIM McCAULEY, COUNTY CLERK
By Kathryn Ripley
Deputy Clerk

Revised October 1989

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